

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

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ESTABLISHED IN 1831.

PUBLISHED WEEKLY, AT No. 136 NASSAU ST., NEW YORK, AT FIVE DOLLARS PER ANNUM IN ADVANCE.

SECOND QUARTO SERIES, VOL. IX., No. 15.]

SATURDAY, APRIL 9, 1853.

[WHOLE No. 886, VOL. XXVI.]

PUBLISHED BY J. H. SCHULTZ & Co., 136 NASSAU ST.

PRINCIPAL CONTENTS.

New York and Erie Railroad.....	225
Girard Railroad.....	226
Peoria and Oquawka Railroad.....	227
Maysville and Lexington Railroad.....	227
Pennsylvania Railroad.....	227
General Railroad Law of Iowa.....	230
Notice of Book and Job Office.....	232
Actions against Railroad Companies.....	232
Louisville and Lake Erie Railroad.....	232
Coinage in England and the United States.....	232
Commerce of Milwaukee.....	232
Stock and Money Market.....	233
Philadelphia and Baltimore Central Railroad.....	233
Journal of Railroad Law.....	233
Chicago—Its Commerce, Progress and Railroads.....	234
Pittsburgh and Cincinnati.....	235
Finances of Virginia.....	237

American Railroad Journal.

Saturday, April 9, 1853.

New York and Erie Railroad.

We have shown in the late numbers of the *Journal* what the Erie railroad *has been*. We now propose to show what, under good management, it is capable of *becoming*. We believe the era of such management has commenced. If so, our object has been accomplished. A good beginning has certainly been made. The company have called to their aid the services of a competent person, to exercise a general supervision of affairs. The necessity and propriety of submitting a report of their doings has been acknowledged. To have been instrumental in awakening the company to a consciousness of the reckless and headlong career they have been pursuing, and the necessity of reform, is something. But everything cannot be done in a day. To prepare an intelligible report of the situation of the company's affairs will require time; to ascertain the amount yet needed to complete the road, and to effect the needed reforms in its management and internal economy, a still longer period. A move in the right direction has been made. We are willing to wait a reasonable time to see whether it will go to the root of the matter; whether it will effect a radical change in the policy that has been pursued. We assume that the

reform will be a *complete* one; and we now propose to show what, under proper management, the Erie road is *capable* of doing, both for its owners and the public.

The Erie railroad is (by way of Piermont) 470 mile long. It is safe to say that it commands the trade of a belt of country extending 30 miles upon either side of its line. This would give an area of 28,000 square miles of territory, for which this road not only furnishes the *best* outlet to a market, but the appropriate line of communication between the different sections of this widely extended territory.

The whole of this territory will compare favorably, for excellence of soil and climate, and in extent of production and resources, with an average of an equal area selected from any other portion of the country. The Delaware division of about 100 miles in length, runs through a poor and comparatively unproductive country, but even this supplies a large traffic in *lumber*, and its agricultural productions are steadily increasing. But the poverty of *this*, is made up by the fertility of the country bordering other portions of its line. Orange county, traversed by the eastern portion of the road, is celebrated for its fertility and productiveness. That portion of the State watered by the beautiful Susquehanna, and from which the road must always draw the larger part of its business, is hardly surpassed for excellence of soil and climate, by any section of the country. In fact, the entire territory, traversed by the road, after the Susquehanna valley is reached, to Lake Erie, possesses an excellent soil, which may be made capable of producing to almost any extent. A greater portion of this territory is still covered with primitive forests, but these converted into lumber, for which there is a constant demand in New York, at the highest rates, will in fact yield, while in the process of being cleared from the soil, an equally large and lucrative traffic, as the products to which they are fast giving place.

To this vast region, with all its variety of productions, the Erie road is the appropriate outlet to market. Its isolated position has retarded its settlement, and checked the development of its wealth. The Erie road has already exerted wonderful influence in promoting its settlement, in stimulating the development of its wealth,

and in imparting general activity to every kind of business. But the effects that this road will produce, are only just begun to be seen. What they will be, may be inferred from what the Erie canal and the Buffalo and Albany railroads have effected in *central* New York. These works have built up a constant succession of thriving towns and cities, from the Hudson to Lake Erie. The Erie road will accomplish the same results along the southern boundary of the state. These towns, the *product* of the railroad, will in time supply it with an increased, and a more lucrative business, than that directly furnished by an agricultural community. The road, in fact, will create a business for itself, the extent of which cannot be known, or even estimated, until the road shall have had time to work out some of the legitimate results of its construction.

Another important fact in favor of the Erie road, which must add largely to its revenues and importance, but from which it has yet derived no advantage, is its proximity to the Pennsylvania coal fields. For nearly 200 miles, it skirts almost the very edge of these fields. Already two lateral branches, just completed, connect the Erie road with two of the most important of the coal deposits—the anthracite mines of the Lackawanna valley, and the bituminous, at Blossburgh. Others are in progress toward the coal beds lying still nearer to the lake. These coal beds are associated with an abundance of iron ore. For both of these, as well as for the manufactured article, the Erie road will afford a direct outlet to the lake, on the one hand, and the Hudson river, on the other—as well as to the numerous and thriving cities scattered over central and western New York. Numerous manufacturing establishments must spring up on the line of a road, where every kind of raw material used for manufacturing purposes and food, is so abundant, both to meet a domestic or home demand, and for exportation. The proximity of the Erie road to the coal and iron fields of Pennsylvania, we regard as of the highest importance to its future prosperity.

The passenger traffic on the Erie road, is very large, and is rapidly increasing, both from the stimulus imparted to every kind of business, and the rapidly increasing population on the line of the road, the following statement shows the popula-

tion of the counties in New York and Pennsylvania, the passenger traffic may be said to be monopolized by this road, viz:

NEW YORK.		
Counties.	Pop. 1840.	Do. 1850.
Orange.....	50,732	57,164
Sullivan.....	16,630	25,090
Delaware.....	35,364	39,871
Broome.....	22,348	30,660
Chemung.....	20,741	28,964
Chenango.....	40,779	40,813
Cortland.....	24,669	25,058
Tioga.....	20,351	25,384
Tompkins.....	38,113	38,749
Steuben.....	45,985	63,785
Allegany.....	30,285	37,600
Cattaraugus.....	28,303	38,940
Chautauque.....	47,641	50,624
Total.....	421,268	492,173
		421,268
Increase.....		70,905

PENNSYLVANIA.		
Counties.	Pop. 1850.	Do. 1846.
Pike.....	5,876	3,832
Wayne.....	21,911	11,848
Susquehanna.....	26,691	21,195
Bradford.....	42,797	32,769
Tioga.....	24,162	15,498
Potter.....	5,952	3,371
McKean.....	5,254	2,995
Warren.....	18,670	9,278
Erie.....	38,717	31,384
Total.....	185,030	132,098

Total population in both states now dependent upon the Erie railroad..... 677,223

We think the Erie is better adapted to command a larger through traffic in *passengers* than *freight*. Our opinion is that the Erie canal will always continue to be the great carrier of goods between the east and the west. Not so with passengers. All this business is thrown upon railroad. There can be no doubt that the Erie road can command a fair proportion of this trade, against all rivalry or competition, and at paying rates.

The earnings from passengers upon the Massachusetts railroads for the year 1852 were, \$3,641,795, or nearly four dollars to each inhabitant in the state. The same average would give the Erie an income of \$2,600,000 from local passenger traffic, to say nothing of the immense tide of western travel thrown upon the road at its western terminus.

As already stated, the resources of the country traversed by the Erie railroad, are hardly begun to be developed. The population, by the census of 1850, was only 21 to the square mile, while the rest of the State averaged 68. The same ratio would give more than 2,000,000 of people, where we now find only 677,223. There can be no doubt that the population in this territory will increase rapidly, till the above mark is not only reached but exceeded, and with this increase the tendency and ability to travel will increase in much greater ratio.

We have touched upon some of the *local*, and which are the more important—sources of present and prospective revenue to this road. It is equally well adapted as any similar work, to become one of the leading avenues of trade between the ocean and the west. It extends in an unbroken line, and under one management, from the harbor of New York to the great lakes, which present a navigable water line extending 1600 miles beyond its western terminus. These lakes are fast

becoming the great theatre of western trade; and all the avenues between them and tide water, are, and will for an indefinite period be, crowded to their utmost capacity. The Erie road receives, and must always receive, a very large trade from its lake terminus. This trade, to be sure, is competed for by rival works, which fact has a tendency to reduce the rates of transportation; but it is still sufficient remunerative to yield a handsome revenue.

Such is a brief view of some of the more important sources of revenue of the Erie road. There can be no doubt of its capacity to command a traffic fully equal to the ability of a double track road. The earnings of the past year fully proves this fact. We have no idea that the net earnings were what they were claimed to be, yet we believe that under a proper system of management they can be made to exceed this sum. The immense business that the road is doing may be made a lucrative one.—

It is daily and rapidly increasing, while with a better system, and an improved road, and equipment and double track, which is progressing rapidly, the expense should be *diminishing*; and although a large sum is yet required to complete the work, we see no reasons to suppose that the earnings of the road will not meet the interest on its bonds and floating debt as it falls due; whether future dividends can be paid from earnings, are not by any means so clear. We can only determine this point by applying to it those general principles, which are the results of cases similar to the one before us, we assume that at least the sum represented by the capital stock, say 10,000,000, has been *lost* in construction. Now, we have in every part of the country and in this state, roads cheaply and economically built and managed, the owners of which are content with six or seven per cent interest. Upon such roads prices are so graduated as to yield the above rate of earnings. These roads not only set a standard of charges which other roads must adopt, but are the direct rivals for their business. The road that has made heavy losses must always feel those losses in its dividends, no matter how large its *gross* results, nor how far removed from the competition of other roads. The weak spot will always come out. The losses sustained from whatever cause can rarely be replaced from earnings. These earnings have to be spread over a wider surface, but with a thinner coating, such are the results of experience, though our companies are often unwilling to admit the fact. They cannot waste their means and have them at the same time. Every cent lost in construction is felt in dividends, and where a road has lost 10 or 15,000,000, we see no reason for supposing that a dividend can be earned upon as large a sum, unless a road possesses extraordinary advantages. Such will be the result with the Erie as far as its stock is concerned. The frightful hiatus in its capital account, will in the end "return to plague its inventors."

The main thing can yet be accomplished. The credit of the company, as far as its indebtedness is concerned, can be maintained inviolate. But to do this immediate and thorough reform is necessary. A right system of economy must be introduced. Notwithstanding the immense business of this road, it is proved by the returns of this company to the Legislature, that they *charge* and receive considerable less from similar services, than the

average of our roads. The receipts per mile, per passengers, or per ton of freight, were only 1.84 cts., while it is generally estimated that two cents per mile is as low as ordinary freight or passengers can be carried, with a reasonable profit. This fact shows the necessity of observing economy in the management of this road, for it is only by doing so any considerable profits can be realized.

To restore confidence in the road, there must not only be thorough reform in its management, but the public must henceforward know what this management is. They must know for what objects money is wanted, and, when received, whether it has been properly or improperly expended. They must know by what authority the directors lease, purchase, or take stock in other roads, or borrow money, without the action or consent of the stockholders. They must see whether the directors have made good or unconscionable bargains in their contracts for grading, for the purchase of iron, etc., etc. They must see the *acts*, for the purpose of determining the competency of the directors for the places they hold.

Full and lucid statements, as to all these, and a thousand other matters, perhaps equally important, must be laid before them. In fine, reports must, for the future, be made *annually* to the stockholders, with a fullness of detail, and accuracy of information, and got up in a style, suited to the magnitude of this great work. We must have no such reports or explanations as have been given, which only show that the true condition of the company's affairs are *concealed*. The public have yet to know, and *must know* what has become of the money which the company has received, and why the often repeated estimates have been so invariably exceeded. The *ordinary* responsibilities of managers of railroads can be shuffled aside and avoided by the directors of this company no longer. It is the creditors of this company that have now taken up this inquiry, and they will be put off with nothing but an *answer*.

The reforms we have indicated, we believe Mr. McAlpine will carry out. He certainly will, if he can be allowed to have his own way. After present abuses are corrected, the first step should be to ascertain the sum necessary to *complete* the road. This done, and the money provided, let the construction account be *closed*. Let *repairs* be charged to *earnings*, and then the company will begin to know where they stand. Until the road is completed, or till it can be ascertained what it is actually earning, no *cash* dividends should be paid. Sinking and reserve funds, should be created out of the earnings, which should always take precedence of *dividends*. If such reforms as these are undertaken and carried out, the *credit* of the company, at least, will be preserved intact; and such reforms *must*, and we are confident, *will be achieved*.

Girard Railroad.

The *Columbus Times* states that there are, at this time, five hundred and fifty hands at work between Girard and Colbert, a distance of twenty-two and a half miles. The bridging and superstructure are contracted for by energetic and responsible men. Much of the grading is already completed, and it is believed all of the twenty-two and a half miles will be in running order by next winter. Contracts are now being made for the grading to Union springs, Macon county, a distance of fifty-two miles.

Illinois.

Peoria and Oquawka Railroad.—A meeting of the directors of the Peoria and Oquawka railroad company was held at Knoxville on Saturday last. A delegation from the Logansport and Pacific railroad company was present, and articles of association were entered into between the two companies, agreeing upon a connection of the two roads at the state line.

It is understood that the Indiana company are to extend and complete their road from Logansport to Middleport, in this state, as soon as practicable.

We understand, also, that favorable proposals are offered by eastern companies, for the extension of the Peoria and Oquawka railroad eastward from Peoria, to open a communication with Toledo, Cincinnati, Pittsburgh, and the eastern cities, by way of Logansport.—*Peoria News.*

Maysville and Lexington Railroad.

The Maysville and Lexington railroad company, (says the *Maysville Eagle*,) have made a contract with Mr. Currier, a well known, energetic contractor, for laying the superstructure of their road. By the contract, he is to commence laying the rails between Lexington and Paris in May, and have that portion of the road ready for the cars early in July. Another portion of the road will be in operation in September or October, and the whole next spring. All the iron and machinery necessary have been already purchased. The force now employed in grading is very heavy, and the whole work is progressing with great vigor and rapidity.

Pennsylvania Railroad.**SIXTH ANNUAL REPORT.**

The board of directors of the Pennsylvania railroad company, in returning their trust into the hands of the stockholders, embrace the occasion to congratulate them upon having opened, on the 10th ultimo, a continuous railroad from Philadelphia to Pittsburgh.

This important object has been effected within the short space of five years from the beginning of active operations east of the Allegheny mountains, and two and three-fourths years from their re-commencement west of that barrier—a very small amount of grading having been previously done near Pittsburgh.

The Portage railroad—over which we exercise no control—at present forms a part of this continuous line, and it is still obstructed by seven inclined planes. The inconvenience and delays attending the passage of these, have given to the route through Pennsylvania a character, that has not impressed itself favorably upon the traveller.

Notwithstanding these objections to the route, it has afforded the means of maintaining a reasonable competition with its rivals, for the trade and travel between the east and west—drawing to Philadelphia a transportation, which, but for the construction of the Pennsylvania railroad, would now reach the seaboard over the avenues opened by other cities.

The business of the road during the last year, unsatisfactory as the character of the line seemed to be, has nevertheless reached the large sum of \$1,943,827 81, greatly exceeding the expectations of the board at its commencement. The nett profits of the company from this source have been \$617,025 87—leaving a surplus, after paying the interest due to stockholders and others, of \$40,018 56.

From the report of the chief engineer, the board entertain the hope, that the obstructions which at present prevent the Pennsylvania road from becoming the best and most popular avenue of travel between the east and the west, will be removed during the ensuing autumn. The difficulties upon it have recently been greatly reduced by the avoidance of three out of the ten inclined planes, heretofore used on the Portage road, which has insured to the operations of that work increased regularity in the arrival of our trains.

No efforts have been spared to press forward the grading now in progress, to avoid the remaining

planes. Every point, where the character of the work would probably cause a delay in its execution, has been fully manned, and a continued supply of laborers will be maintained, by forwarding them from Philadelphia, as heretofore, without charge.

The board, on entering upon the performance of their duties in February last, found that contracts for the construction of the road had been made, which, added to the amount necessary to render the whole outlay productive, involved the expenditure of the further sum of four millions of dollars, while the means available to meet the contracts entered into had become exhausted.

The policy which dictated the creation of these obligations was eminently judicious, and it is only to be regretted, that the company had not boldly met the financial question involved, a year earlier. Without the construction of the mountain division, for which they had been incurred, an equal competition for the trade of the west with other routes, would have been a hopeless effort. With it, we can present the best thoroughfare between the Atlantic and the Mississippi.

Under these circumstances, the only question that the board felt that they had to decide, was, in what manner the means could be best obtained, to secure the earliest practicable completion of the whole road. A suspension of the work could not be thought of.

The city of Philadelphia, and the district of the Northern Liberties, having made conditional subscriptions, amounting together to the sum of one million of dollars, which required a further sum of \$283,000 to be subscribed on the part of individuals to make it available; a call was made upon the stockholders and citizens generally to aid in raising this amount, which was promptly and successfully responded to. The amount thus raised, added to the large receipts from the business of the road, and the proceeds of the municipal subscription, afforded relief from pressing demands upon the treasury, but fell far short of the sum required to meet the wants of the company, and to insure the uninterrupted prosecution of the work that had been commenced.

From the efforts made by members of the board and those who co-operated with them, to raise the limited amount of stock required to effect the object already mentioned, they were convinced of the utter hopelessness of securing in time, by similar means, the sum necessary to meet the demands upon the treasury. The period when active exertions might have secured the accomplishment of the cherished policy of the company, had been suffered to pass.

While the board was satisfied of the necessity of adopting, under the circumstances, the alternative of a loan, they declined to carry their views into effect without the concurrence of the stockholders. This was accordingly asked, and resulted in receiving their sanction, by a vote of 134,680 to 754.

A loan of five millions of dollars was authorized, and the amount (three millions) required to complete a single track road from Harrisburgh to Pittsburgh, including outfit, &c., was disposed of on favorable terms, to parties whose character was a full guarantee to the company of their compliance with their offer, under any and all changes in the financial condition of the country. The early completion of the road was the great object desired by the board; and this has been secured beyond a contingency by the policy adopted, and the arrangements made under it.

From the statement of the treasurer, herewith submitted, it will be seen that the receipts from stockholders, in payment of instalments on 200,000 shares subscribed to the capital stock of the company, was, on the thirty-first day of December last, \$2,768,155 00. The receipts from the \$3,000,000 loan, to same date, 1,906,666 87.

Total, \$4,674,821 87.

The report of the superintendent, which is also submitted, accompanied by a number of valuable tables, exhibiting in detail the operations of his department, shows the whole business of the road during the year 1852, to have been 1,943,827 81.

And the expenses incurred in transacting this business on the Pennsylvania railroad and connecting lines, including stage fare, boat hire, &c., during the same period, 1,326,801 94.

Nett revenue	617,025 87
From this deduct interest paid and due to stockholders in 1852	\$540,810 50
And interest paid on loans, mortgages, and ground rents	36,196 81
	<u>577,007 81</u>
Leaving a net income, after payment of whole interest	\$40,018 56

Resources of the Company.

Balance of receipts, as above	\$40,018 56
The receipts from stockholders, and loans, to January 1st, as already stated, was	11,674,821 67
There is yet due from stockholders, in payment of instalments	231,845 00
And from the purchasers of the three million loan, including premium	1,189,383 23
Five thousand shares of the capital stock of the Ohio and Pennsylvania railroad company, upon which there has been paid	137,600 00
There has been invested in materials for working the road, consisting of wood, lumber, cross-ties, iron, steel, pig metal, wheels, castings, oil, cotton, waste, &c., on hand January 1st, 1853	81,690 00

Total resources for constructing and working road	13,355,308 56
The disbursements and advances on account of road and outfit, up to December 31st, 1852, was	\$10,518,072 51
Interest account, Dec. 31st, 1851, was	241,571 07
Ohio and Penn. railroad stock	137,600 00
	<u>10,897,243 58</u>

Leaving this amount to work the road, and meet the obligations of the company in 1853, 2,458,064 98.

There will be required to settle unadjusted claims for work on the western division, and to complete a single track road across the Allegheny mountains, 1,221,000 00.

Leaving a balance of	1,237,064 98
The resources of the company stated above includes the stock of the Penn. & Ohio R.R. Co., which it is not proposed to dispose of, amounting to	\$137,600 00
And materials on hand, which will be consumed in working the road and building cars	81,640 00
Additional materials required for same object during 1853, say	40,000 00
Yet due on Ohio and Penn. R.R. stock	112,400 00
	<u>371,640 00</u>
Leaving available for Indiana branch and increased outfit	\$865,424 98

The expenditure of this balance would close our outlays—except for the increased outfit required to meet a continually increasing business—if the demands for transportation facilities had not warned the board of the necessity of providing at once an additional track, throughout the whole extent of the road, for the accommodation of the vast amount of produce that is already pressed upon the company for conveyance to market. The extension of the several avenues diverging from the western end of the road, into every portion of the west—seemed too plainly to point out the necessity of this measure, to allow the board to hesitate as to its adoption.

They accordingly directed their chief engineer, as soon as the financial arrangements of the company justified the undertaking, to proceed at once to widen the graduation of the road-bed, for the additional track, and to contract for twenty thousand tons of iron rails—sufficient for four-fifths of the line between Harrisburg and Pittsburg.

The additional grading required is now in progress, and the iron has been contracted for at fifty-six dollars and fifty cents per ton, with the well known firm of Reeves, Abbott & Co., of this city, who have furnished nearly all the rails heretofore laid upon the road, of a quality that has given general satisfaction.

It is the intention of the board to double the road—from Harrisburg to the Susquehanna bridge—from Millerstown to Lewistown—from Altoona to Johnstown—and from Latrobe to Pittsburg—during this year, if practicable; and the remainder of the line as fast as the iron can be delivered. The whole may be completed during 1854.

The means necessary to meet this additional outlay, it is proposed to raise, by a further issue of two millions of dollars of the bonds of the company, and the sale of additional stock, which will doubtless command a premium, when the funds are required to pay for the work; or it may be divided among the stockholders, in proportion to the amount held by each.

That the stock is now worth more than par, the results obtained from the last year's business, under all the disadvantages of its connections—must satisfy the most skeptical.

The cost of the whole road, when finished with two tracks, will not exceed the original estimate of the engineer. According to the estimate submitted by the present chief engineer, it will fall somewhat below that sum; but it is believed that unforeseen contingencies will finally swell the cost to the amount previously estimated—thirteen million six hundred thousand dollars, exclusive of outfit. The means required for the latter object will be limited by the extent of business that may offer for transportation. If it exceed our original expectations, it will be a gratifying evidence that the prosperity of the road, and the necessity for its construction, were underrated by those, who have been the most sanguine as to the results that would flow from the completion of the enterprise.

The statements accompanying the report of the superintendent, afford full information in relation to the receipts and disbursements of the finished road, and are referred to as worthy of an attentive examination from the stockholders.

The system of accounts adopted for this branch of the company's service, affords every desirable information in relation thereto worthy of preservation; and are as simple as they can be made to meet this object. To preserve this system in its efficiency, and to subject the accounts of the company to the scrutiny of a responsible officer, the board have, under the recent organization adopted for the road department, appointed W. B. Foster, Esq., (formerly associate engineer,) auditor, and consigned to him the duty of their examination and entry at the principal office in Philadelphia.

This arrangement, when fully carried out, will render accessible at all times, information in relation to details of disbursements, which have heretofore been procured through reports furnished by the superintendent, which have required too great a tax upon his time to communicate.

The flattering exhibit of the year's business must prove exceedingly gratifying to the stockholders. Conducted as it has been over the roads of this state, and that of another company, as well as through the agency of stage lines and canal boats—it was difficult to predict the final result. This, however, has proved, at the close of the year, and the termination of the stage and boat contracts, satisfactory; while the attractions of the route have been such, as to give to it a sufficient amount of business to render the outlay of the company remunerative.

It is also gratifying to state, that it has been managed without accident to passengers, or a material delay to freight, except for a short period, where the transfer of business from the contractors, for its transportation on the canal, to the direct agents of the company, after the usual period for closing navigation on that avenue had taken place.

This operation, under the circumstances attending it, caused much annoyance to shippers, and an unexpected detention to goods, which a month's earlier completion of the western division would have entirely avoided.

The shipments from the west, since the close of canal navigation, have been unexpectedly large, owing to the advance in the price of produce, and the present high rates of freight between *New Orleans and Northern ports*, which have turned to this channel an amount of business that has taxed the road, in its unfinished condition and incomplete equipment, to its utmost capacity. The amount transported has however been *fully equal to the limited power provided by the state for its conveyance over her roads*; which would have prevented the full employment of a larger number of cars, if they had been provided.

In addition to the fifty-one locomotives now on hand, orders have been given for the construction of sixty more; sufficient to move daily 1000 tons each way between Philadelphia and Pittsburg, exclusive of local freights east of the mountains. Cars will also be provided to fully employ this amount of motive power. Unless a larger number of locomotives are procured by the state, than the appropriation asked of the legislature by the canal commissioners for their purchase would seem to indicate, freight will be subject to much greater delays during the ensuing fall and winter between Columbia and Philadelphia than has occurred this season.

To procure full employment for their machinery the board has established from time to time such rates of freight as enabled the company to compete with other routes contending for the same trade. Their winter rates might have been somewhat higher, if the sole object in arranging them had been the direct profits of the company. It has been our policy to meet the efforts of competing lines,—to draw the trade of the west into other channels,—by reduced rather than uniform charges; from this cause chiefly, has our through tonnage been more than doubled this year, without any material increase in the length of road in use over that of the previous year.

The system of uniform charges, which formerly governed the establishment of rates of freight by this company, was continued upon the local business until the close of canal navigation, when the rates were slightly raised, with a view to greater reductions in the spring, to secure the more important advantages of a uniform business instead of uniform rates. By this means, a lower average scale of charges may be maintained throughout the year, and the public interests as well as that of the company promoted.

The local traffic of the road is rapidly increasing and it is capable of great expansion, under a judiciously arranged tariff of freights. This company cannot however afford to reduce their rates of transportation upon this business to the standard adopted by other lines, in consequence of the high tolls and the three-mill tax levied by the state. The rates adopted for through freight and travel must be regulated by competition with rival lines, into whose charges the element of taxation does not enter, as it is not imposed upon them.

It cannot be paid by this company, without receiving it from some source; and as the through transportation will not bear the burden, it must necessarily fall upon the local business of the country traversed. Fortunately for the stockholders, the resources of this region are ample to meet this tax, without interfering with fair dividends upon the stock of the company, and its imposition can have no other effect than to retard the development of the wealth of the country adjacent to our road, within which its influence is felt.

The method of levying this tax is particularly injurious to the prosperity of the region traversed, inasmuch as it is a governmental impost upon the productions of our citizens, in addition, and in proportion to the disadvantages of their distance from market.

The last annual report of the company informed the stockholders of the purchase of the Powelton estate in West Philadelphia, for general depot purposes. The company possessing no authority under its charter to hold this property, application was made to the legislature at its last session, to obtain this right, and a bill was accordingly passed through both branches of the General Assembly, which did not meet the Executive approval. The Act was subsequently modified to conform to the Governor's views, and afterwards became a law. Under its provisions the company can hold but thirty acres; the remaining sixty-three acres is to be held by the purchasers, under the agreement to convey it to the company, at any time previous to July 1st, 1860. If no authority to hold this property can be obtained, or it should not be disposed of at the request of the directors previous to that time, it is to be sold before the first day of July, 1861, and the proceeds, after paying cost and expenses, paid into the treasury of the company.

The great object to be secured by this purchase, was room for the transaction of the company's freight and passenger business; for which purpose it will be used to a considerable extent. The board, however, after a careful examination of the whole subject, determined to place their main freight depot within the city. A convenient and central location—on Market, between Juniper and Thirteenth streets—was accordingly selected, and preparations are now being made for the removal of the freight department to that point. The difference between the cost of drayage to West Philadelphia, and the conveyance of freight in cars to the same point, was found to be (on a business that we shall at once command) more than sufficient to pay the interest on the cost of the property purchased, without taking into consideration the convenience of the customers of the road, in their daily transactions with the freight office.

Arrangements for the accommodation of the passenger business in Philadelphia have been arrested, in consequence of the ejection of the company's cars from the Columbia railroad, by order of the canal commissioners, to fulfil a contract made by them, without notice to this company or the public, with Messrs. Bingham and Dock. Notwithstanding that the cars of the company had been placed upon the State railroad, at the solicitation of members of the canal board, and under assurances of their official protection, as far as it could be given. In consequence of that assurance the company was induced to pay the proprietors of the Old Eagle line a large bonus in the price of their cars over their actual value.

The net revenue resulting from this service was not the motive which induced the company to place their cars upon the road. The reasons assigned by members of the board of canal commissioners, when they invited the company to become transporters over the Columbia railroad, was that which actuated them in complying with their wishes, viz.: to avoid the annoyance to through travel, from a divided interest and responsibility in its transportation, by placing the whole passenger travel between Philadelphia and Pittsburg, as far as practicable, under one control; the cars to pass, as soon as the space between the tracks on the Columbia railroad was widened, and

the Portage railroad avoided, from city to city without change.

The importance of, and the mutual advantage to be derived by the state and company from this arrangement, were evident, and rendered its continuance desirable. The circumstances that induced the company to enter into it, were known to one member of the board of canal commissioners of last year only, who is not now in office; otherwise, they would doubtless have refused to comply with the importunities of those who sought the contract, as alleged, mainly from an impression of the importance to this company, of the revenues derived from the transportation of passengers over the state road.

The profits upon this business, it was supposed, enabled the company to reduce its rates of freight below the customary standard of the canal lines. Experience has since convinced the contractors of their error in this particular; and an arrangement is now in progress for the transportation of passengers over the Columbia road, which, it is hoped, will prove satisfactory to all parties. For the present, at least, the Philadelphia passenger station will remain at the corner of Market and Schuylkill Fifth streets, in the building erected by Messrs. Bingham & Dock.

The lot purchased in Pittsburgh for a passenger station, could not be used for that purpose without closing a short street and an alley, which cut it into three parts. The Legislature authorized these to be closed, with the consent of the city councils of Pittsburgh; the delay in procuring their assent, prevented the commencement of the building during the past season.

The accommodations for freight at Pittsburgh are of a temporary character, and commenced under an agreement with the city councils of that city for the use of a portion of the Levee. They will not involve a large outlay, and are considered in the light of an experiment, from which the best arrangement for transacting this business may be hereafter determined.

WESTERN CONNECTIONS.

The geographical position of the State of Ohio, makes her the transit ground, where the commercial contest for the trade of the West must be waged between the great northern Atlantic cities. It is here that several railroads, commenced under the influence of this rivalry, cross or intersect each other; and the freights that they bear, destined for an Eastern market, assume the direction given to them, by the relative advantages that each market and their respective avenues present to the choice of the merchant.

Hitherto the canals and railroads constructed to accommodate this trade, have generally had a northerly direction,—from the Ohio to the Lakes,—attracted to these inland seas by the comparatively cheap rates of freight thence to New York, and repelled from a direct route to the seaboard, by the high charges through Pennsylvania. The commencement of the Pennsylvania railroad gave confidence that this condition of things would soon be changed, and under the stimulus thus opportunely afforded, roads have been commenced that have already far advanced towards completion, whose ultimate destination is Cincinnati, St. Louis, Burlington in Iowa, and Chicago. We have already a continuous though circuitous line, connecting our Western terminus with Cincinnati and Chicago, and we will have within two months, a more direct route to the former city; and also a continuous railroad to Indianapolis, Terre Haute, Louisville, Evansville and Lafayette.

Of the several lines, through the co-operation of which the Pennsylvania railroad expects to receive its share of the Western trade, the Ohio and Pennsylvania railroad has made the greatest progress. This important work will be finished in March next to Crestline, on the Cleveland and Columbus road, from which point it will be immediately extended to Galion, four miles further, and connected with the Bellefontaine and Indianapolis railroad, completing a continuous railroad from this city to Indianapolis and Terre Haute, on the Wabash river.

The importance of securing a continuous railroad connection between the Western terminus of our road and the north-western portions of Indiana and Illinois, that would act in unison with this company, early pressed itself upon the attention of this Board. They were therefore disposed to entertain favorably the application of the Ohio and Indiana railroad company (chartered for the purpose of constructing a railroad from Crestline to Fort Wayne,) for aid to complete their work. The amount required to enable them to effect this object, was stated to be three hundred thousand dollars, a sum which the Board have agreed to subscribe to the capital of the said company, provided the stockholders of the Pennsylvania railroad company assent, and Legislative sanction is obtained thereto.

From Fort Wayne, it is in contemplation to extend this line through Logansport to Peoria, and thence to Burlington in Iowa, over a road that is now nearly finished. Another extension of this road diverges from Fort Wayne, and pursues a direct line to Chicago, for the construction of which a company has been organized.

The Board have also agreed to subscribe upon the same conditions, and for the same object, one hundred thousand dollars to the stock of the Springfield, Mount Vernon and Pittsburgh railroad company, a like amount to be subscribed in Pittsburgh. The inducement to make this latter subscription was an early connection with Cincinnati, by a route which, though not the shortest between Pittsburgh and that city, presents a line of light gradients and easy curvature, which with these advantages must always maintain a fair competition for the through business; this, added to the local trade of the rich and populous region it traverses, will doubtless continue to make its stock a profitable investment.

The proposed connections with Cincinnati via Stubenville, and also by Wheeling, the Board are aware, are each about thirty miles shorter than this route, the length of which from Pittsburgh is three hundred and forty-five miles. But the physical difficulties to be encountered in the construction of either of them will delay their completion to a much later period, and until they cross the Ohio by a railroad bridge, they cannot compete with the Mount Vernon route. The connections upon this route with Cincinnati have been arranged, so that the whole line will operate sympathetically with our own.

The line of the Ohio and Pennsylvania railroad is laid as far north as we have expected to cause any considerable diversion of the trade and travel of that region to this city, or through it to New York. A more direct and a very favorable route to Cincinnati, via Stubenville, has been commenced, and is far advanced towards completion, the main line of which, however, passes above that place, traversing the garden of Ohio and Indiana in its course towards St. Louis, passing through the capitals of both States. This route will cross the Ohio river at Stubenville, by a railroad bridge of moderate extent, without a draw, and will have the advantage of possessing the same gauge throughout, from the Delaware to the Mississippi river.—In all its characteristics, it may well deserve the appellation of the "Great Central Line" from the Atlantic to the far West.

Its completion may be delayed by the disinclination of Virginia to grant a charter to pass through a narrow neck of her territory, in consequence of the hostility of Wheeling; but this illiberal spirit must finally give way to more enlightened views of public policy. If it should not, the route down the Ohio to Wellsville, and thence to the Stubenville and Indiana railroad, by the most direct course, will accomplish the same object, without a very material loss of distance.

A third line has been considered essential to secure the trade of Southern Ohio, and the larger portions of Kentucky, from whence Philadelphia receives some of her most valuable customers.—The only available charters under which roads can be constructed into that region, to connect with our own, are those of the Hempfield and the Marietta and Cincinnati companies.

The first has received the aid of this city, and will doubtless be completed at as early a period as the character of the country it traverses will admit of, giving a continuous road from Philadelphia to Wheeling. The line from Marietta to Cincinnati is already in progress, leaving the space between Wheeling and Marietta,—a distance of seventy-six miles,—to be filled up, to accomplish the object desired. To construct a road over this space, the Board have been asked to subscribe to the capital stock of the Marietta and Cincinnati railroad company the sum of seven hundred and fifty thousand dollars, which it is alleged will be sufficient, with the aid afforded by the city of Wheeling, to complete the whole line.

Unwilling to pledge the company for so large an amount, without further information as to the merits of the enterprise, the board under a general resolution, instructed their chief engineer to visit the west, and after a careful examination, to report his opinion as to the importance to this company of the construction of each enterprise that had claimed its aid.

His report has been laid before the stockholders, and it will be perceived that it strongly recommends this improvement, not only as one that will secure an important and valuable feeder to our road, but also as one that will afford a full return in direct profits upon the capital expended in its construction. Under this information, the board feel justified in recommending to the stockholders to grant authority to subscribe \$500,000 to the capital stock of this company, when satisfied that the means for the prosecution of the whole work are sufficient to secure its completion.

The three leading lines referred to, when finished, with their dependencies, will give to Philadelphia and to the Pennsylvania railroad company all that they can desire in their connections with the west; and each deserves encouragement from this company.

While the board has felt the importance of securing the best connections practicable with the far west, they have not been unmindful of their obligations to the regions traversed by their own improvement. The conditions upon which the construction of a branch line to Indiana was authorized by the stockholders and the board, having been virtually complied with; a location of the route has been made, and the graduation of the road bed will be placed under contract during the ensuing spring. This branch will be 16½ miles in length, and it is estimated to cost \$175,000.

A survey of the proposed branch to Uniontown has also been made, but the results have not yet been reported to the Board. This important arm of our enterprise will open to the Philadelphia and Pittsburgh markets an exceedingly fertile region, the productions of which now find their way to Baltimore. The Board have given assurances that this work will be commenced as soon as a satisfactory line for it has been selected, and the conditions required of the citizens of Indiana complied with, by those of Fayette and Westmoreland counties.

The completion of these branch lines, and the extension already referred to through Ohio, must throw upon the Pennsylvania railroad at an early period, a business which even a double track cannot accommodate without a detention of trains, in consequence of the unequal degrees of speed required for the convenience and accommodation of the public. A third track, for those portions of the line where this interference of trains will occur, which experience will soon point out,—will overcome this difficulty, and give to the road a capacity more than equal to that of the New York Canal, and an ability to compete with it in the prices of transportation. We shall then again turn the tide of western trade upon Philadelphia, from whence it has been diverted by the lower rates of freight charged on the routes through the State of New York.

Since the last annual meeting of the Stockholders, the Board have re-organized the Transportation Department, and appointed Herman J. Lombaert, Esq., Superintendent, in the place of Herman Haupt, Esq., who resigned his post to fulfil a

professional engagement at the South. While the Board regret the loss that the company has sustained, in accepting the resignation of the energetic individual who so ably and faithfully managed this department since its organization, they feel satisfied that they have secured, in his successor, a gentleman whose experience and well-tryed judgment give an assurance of a successful administration of the important duties assigned to him.

The Board refer the Stockholders to the report of the Chief Engineer, for more detailed information in relation to the progress and condition of the work committed to his charge. They notice, with regret, an intimation contained in the report of this intelligent and inestimable officer, of a wish to withdraw from the post which he has filled with so much satisfaction to the Directors.

By order of the Board.
J. EDGAR THOMSON, President.

General Railroad Law of Iowa.

We give this week the General Railroad Law of this state. The companies are organized under the Act providing for the organization of companies for pecuniary profit. The additional privileges necessary to the construction of a railroad, such as condemning lands, and crossing public highways, are provided for by another act, which we also give. We are gratified at being able to present such liberal provisions for the construction of railroads in this new state.

1. Any number of persons may associate themselves and become incorporated for the transaction of any lawful business including the establishment of ferries, the construction of canals, railways, bridges, or other works of internal improvement; but such incorporation confers no power or privilege not possessed by natural persons except as herein-after provided.

2. Among the powers of such body corporate, are the following:

1st. To have perpetual succession.
2nd. To sue and be sued by its corporate name.
3d. To have a common seal which it may alter at pleasure.

4th. To render the interests of the stockholders transferable.

5th. To exempt the private property of its members from liability for corporate debts except as herein otherwise declared.

6th. To make contracts, acquire and transfer property, possessing the same powers in such respects as private individuals now enjoy.

7th. To establish by-laws, and make all rules and regulations deemed expedient for the management of their affairs, in accordance with law and not incompatible with an honest purpose.

8. Previous to commencing any business except that of their own organization they must adopt articles of incorporation which must be recorded in the office of the recorder of deeds of the county where the principal place of business is to be, in a book kept therefor.

4. Corporations for the construction of any work of internal improvement, must, in addition, also file a copy of such articles in the office of a secretary of state and have the same recorded by him in a book kept for such purposes. Such articles of incorporation must fix the highest amount of indebtedness or liability to which the corporation is at any one time to be subject, which must in no case except in that of the risks of insurance companies exceed two-thirds of its capital stock.

5. A notice must also be published for four weeks in succession in some newspaper as convenient as practicable to the principal place of business.

6. Such notice must contain:

1st. The name of the corporation and its principal place of transacting business.

2d. The general nature of the business to be transacted.

3rd. The amount of capital and stock authorized, and the times and conditions on which it is to be paid in.

4th. The time of the commencement and termination of the corporation.

5th. By what officers or persons the affairs of the company are to be conducted and the times at which they will be elected.

6th. The highest amount of indebtedness or liability to which the corporation is at any time to subject itself.

7th. Whether private property is to be exempt from the corporate debts.

7. The corporation may commence business as soon as the articles are filed in the office of the recorder of deeds, and their doings shall be valid if the publication in a newspaper is made and the copy filed in the office of secretary of state, when such filing is necessary, within three months from such filing in the recorders office.

7. No change in any of the above matters shall be valid unless recorded and published as the original articles are required to be.

9. Corporations for the construction of any work of internal improvement may be formed to endure fifty years; those formed for other purposes cannot exceed twenty years in duration; but in either case they may be renewed from time to time for periods not greater respectively than was at first permissible, provided three-fourths of the votes cast at any regular election for that purpose be in favor of such renewal, and provided also that those thus wishing a renewal will purchase the stock of those opposed to the renewal at a fair current value.

10. The corporation cannot be dissolved prior to the period fixed upon in the articles of incorporation except by unanimous consent, unless a different rule has been adopted in their articles.

11. The same period of newspaper publication must precede any such premature dissolution of a corporation as is required at its creation.

12. A copy of the by laws of the corporation with the names of all its officers appended thereto must be posted in the principal place of business and be subject to public inspection.

13. A statement of the amount of the capital stock subscribed, the amount of capital actually paid in, and the amount of indebtedness of the Co. in a general way, must also be kept posted up in like manner, which statement must be corrected as often as any material change takes place in relation to any part of the subject matter of such statement.

14. Intentional fraud in failing to comply substantially with the articles of incorporation, or in deceiving the public or individuals in relation to their means or their liabilities shall subject those guilty thereof to fine and imprisonment or both at the discretion of the court. Any person who has sustained injury from such fraud may also recover damages therefor against those guilty of participating in such fraud.

15. The diversion of the funds of the corporation to other objects than those mentioned in their articles and in the notices published as aforesaid (provided any person be thereby injured), and the payment of dividends which leave insufficient funds to meet the liabilities of the corporation, shall be deemed such frauds as will subject those therein concerned to the penalties of the preceding section, and such dividends or their equivalent in the hands of individual stockholders shall be subject to said liabilities.

16. Dividends in insurance companies made in good faith before their knowledge of the happening of actual losses, are not intended to be prevented or punished by the provisions of the preceding section.

17. A failure to comply substantially with the foregoing requisitions in relation to organization and publicity renders the individual property of all the stockholders liable for the corporate debts.

18. Either such failure or the practice or fraud in the manner hereinafter mentioned shall cause a forfeiture of all the privileges hereby conferred, and the courts may proceed to wind up the business of the corporation by an information in the manner prescribed by law.

19. The intentional keeping of false books or

accounts by any corporation whereby any one injured is a misdemeanor on the part of those concerned therein, and any person shall be presumed to be concerned therein whose duty it was to see that the books and accounts were correctly kept.

20. The transfer of shares is not valid except as between the parties thereto until it is regularly entered on the books of the company so far as to show the name of the persons by and to whom transferred, the numbers or other designation of the shares, and the date of the transfer; but such transfer shall not in any way exempt the person or persons making such transfer from any liability or liabilities of said corporation which were created prior to such transfer. The books of the company must be so kept as to show intelligibly the original stockholders, their respective interests, the amount which has been paid in on their shares, and all transfers thereof; and such books, or a correct copy thereof so far as the items mentioned in this section are concerned, shall be subject to the inspection of any person desiring the same.

21. Any corporation organized or attempted to be organized in accordance with the provisions of this chapter shall cease to exist by the non-user of its franchises for two years at any one time, but such body shall not forfeit its franchises by reason of its omission to elect officers or to hold meetings at any time prescribed by the by laws, provided such act be done within two years of the time appointed therefor.

22. Corporations whose charters expire by their own limitation or by the voluntary act of the stockholders may nevertheless continue to act for the purpose of winding up their concerns, but for no other purpose.

23. Nothing herein contained exempts the stockholders of any corporation from individual liability to the amount of the unpaid instalments on the stock owned by them or transferred by them for the purpose of defrauding creditors, and an execution against the company may to that extent be levied upon such private property of any individual.

24. In none of the cases contemplated in this chapter can the private property of the stockholders be levied upon for the payment of corporate debts while corporate property can be found with which to satisfy the same, but it will be sufficient proof that no property can be found if an execution has issued on a judgment against the corporation and a demand thereon made of some one of the last acting officers of the body for property on which to levy, and if he neglects to point out any such property.

25. The defendant in any stage of a cause may point out corporate property subject to levy, and upon his satisfying the court of the existence of such a property by affidavit or otherwise the cause may be continued or execution against the defendant stayed until the property can be levied upon and sold, and the court may subsequently render judgment and order execution for any balance which there may be after disposing of the corporate property, according to the stage of the cause; but if a demand of property has been made as contemplated in the preceding section the costs of such proceedings shall in any event be paid by the company or by the defendant.

26. When the private property of a stockholder is taken for a corporate debt he may maintain an action against the corporation for indemnity and against any of the other stockholders for contribution.

27. For the purpose of repairs, rebuilding or enlarging, or to meet contingencies, or for the purpose of a sinking fund, the corporation may establish a fund which they may loan and in relation to which they may take the proper securities.

28. When the franchise of a corporation has been levied upon under an execution and sold, the corporators shall not have power to dissolve the corporation so as to destroy the franchise, and if they neglect to keep up an organization sufficient to enable the business to proceed, the purchaser thereupon becomes vested with all the powers of the corporation requisite therefor; and when it

becomes impracticable for an individual so to conduct them, and in cases where doubts and difficulties not herein provided for arise, the purchaser may apply by petition to the district court which is hereby vested with authority to make any orders requisite for carrying into effect the intent of this chapter in this respect.

29. In any proceedings by or against a corporation or against a stockholder to charge his private property or the dividends received by him the court is invested with power to compel the officers to produce the books of the corporation on the motion of either party upon a proper cause being shown for that purpose.

36. A single individual may entitle himself to all the advantages of this chapter provided he complies substantially with all its requirements, omitting those which from the nature of the case are inapplicable.

31. Persons acting as a corporation under the provisions of this chapter will be presumed to be legally incorporated until the contrary is shown; and no such franchise shall be declared actually null or forfeited except in a regular proceeding brought for that purpose.

32. No body of men acting as a corporation under the provisions of this chapter shall be permitted to set up the want of a legal organization as a defense to an action against them as a corporation, nor shall any person sued on a contract made with such a corporation or sued for an injury to its property or a wrong done to its interests be permitted to set up a want of such legal organization in his defense.

33. Corporations regularly organized under the general law heretofore in force, by adapting their articles of association to the provisions of this chapter and by making the required publication of the change as well as of their intention to act under the foregoing provisions, will be entitled to all the advantages and subjected to all the liabilities above provided for, but the change in their articles of association must be made in accordance with those articles or by the unanimous consent of the stockholders.

24. Mutual insurance companies organized under the provisions of this chapter may render their premium notes a lien upon the whole or any part of the real estate upon which the property issued is situate, whether such real estate is or is not exempt from other liabilities as a homestead, but such lien will not attach until the premium note stating the property on which it is a lien filed for record and treated in the same manner as though it were a mortgage from the maker thereof to the company except that it need not be acknowledged.

35. Nothing herein contained is intended to affect the interests of companies already organized farther than is above expressed.

AN ACT Granting to Railway Companies the Right of Way.

SECTION 1. Be it enacted by the General Assembly of the state of Iowa, That any Railroad corporation in this state, heretofore, or which may hereafter be, organized under the laws of this state, may take and hold, under the provisions contained in this act, so much real estate as may be necessary for the location, construction and convenient use of their road. Such corporation may also take, remove, and use for the construction and repair of said road and its appurtenances, any earth, gravel, stone, timber or other materials, on or from the land so taken. *Provided*, that the land so taken otherwise than by the consent of the owners, shall not exceed one hundred feet in width, except for wood and water stations, unless where greater width is necessary for excavations, embankments, or depositing waste earth.

SECTION 2. Such railroad corporation may purchase and use real estate, for a price to be agreed upon with the owners thereof, or the damages to be paid by such corporation for any real estate taken as aforesaid, when not agreed upon, shall be ascertained and determined by commissioners, to be appointed by the sheriff of the county where such real estate is situated, in conformity with the provisions of this act.

SECTION 3. Whenever any railroad corporation shall take any real estate as aforesaid, of any minor, insane person, or married woman whose husband is under guardianship, the guardian of such minor, or insane person, or married woman with the guardian of husband, may agree and settle with said corporation for all damages, or claims by reason of the taking of such real estate, and may give valid releases and discharges therefor.

SECTION 4. If the owner of any real estate, over which said railroad incorporation may desire to locate their road, shall refuse to grant the right of way through his or her premises, the sheriff of the county in which said real estate may be situated, shall, upon the application of either party, appoint six disinterested freeholders of said county, not interested in a like question, unless a smaller number is agreed upon by the parties, whose duty it shall be to inspect said real estate, and assess the damages which said owner will sustain by the appropriation of his land for the use of said railroad incorporation, and make report in writing to the sheriff of said county, who shall file and preserve the same; and if said corporation shall, at any time before they enter upon said real estate for the purpose of constructing said road, pay to said sheriff for the use of the said owner, the sum so assessed and returned to him as aforesaid, they shall be thereby authorized to construct and maintain their railroad over and across said premises: *Provided*, that either party may have the right to appeal from such assessment of damages, to the district court of the county where such lands are situated, within thirty days after such assignment is made. But such appeal shall not delay the prosecution of the work upon said railroad, if said corporation shall first pay or deposit with the sheriff, the amount so assessed by said freeholders; and in no case shall said corporation be liable for the costs on appeal, unless the owner of said real estate shall be adjudged entitled, upon the appeal, to a greater amount of damages than was awarded by said freeholders. The company shall, in all cases, pay the costs of the first assessment.

SECTION 5. The freeholders so appointed shall be the commissioners to assess all damages to the owners of real estate in said county; and said corporation may, at any time after their appointment, upon the refusal of any owner, or guardian of any owner, of lands in said county, to grant the right of way as aforesaid, by giving the said owner or guardian five days notice thereof in writing, either by personal service, or by leaving a copy thereof at his or her dwelling, with some member of the family over fourteen years of age—have the damages assessed in the manner herein before described.

SECTION 6. In case of the death, absence, neglect or refusal, of any said freeholders to act as commissioners as aforesaid, the sheriff shall summon other freeholders to complete the panel; and said commissioners shall proceed as directed in the preceding section. Said commissioners shall receive two dollars per day each for their services.

SECTION 7. If, upon the location of said railroad, it shall be found to run through the land of any non-resident owner, the said corporation may give four weeks notice to such proprietor, if known; and if not known, by a description of such real estate, by publication in some newspaper published in the county where such lands may lie, (if there be any, and if not, in the nearest one thereto,) that said railroad has been located through his, or her, lands. And if such owner shall not, within thirty days thereafter, apply to said sheriff to have the damages assessed in the mode prescribed in the preceding section, said company may proceed, as herein set forth, to have the damages assessed, subject to the same right to appeal, as in cases of resident owners; and upon the payment of the damages assessed to the sheriff for such owner, the corporation shall acquire all rights and privileges mentioned in the 5th section of this act.

SECTION 8. Any railroad corporation may raise or lower any turnpike, plank road, or other way, for the purpose of having their railroad pass over

or under the same; and in such cases, said corporation shall put such turnpike, plank road, or other way, as may be, in as good repair and condition as before such alteration.

SECTION 9. If the proprietors of said plank road or turnpike, or the trustees or city council having jurisdiction of such ways respectively, require further alterations or amendments of such turnpike, road or way, and give notice thereof in writing to the agent or secretary of such railroad corporation; and if the parties cannot agree respecting the same, either of the parties may apply to the county judge, who, after reasonable notice to the adverse party, shall make determination respecting such proposed alterations or amendments, and shall award costs in favor of the prevailing party.

SECTION 10. If such railroad corporation shall unnecessarily neglect to make such alterations and amendments, thus determined upon by the county judge, the said turnpike corporation, or city, or township, shall be entitled to their damages for such neglects.

SECTION 11. Every railroad corporation, while employed in raising or lowering any turnpike or other way, or in making any other alteration by means of which the same may be obstructed, shall provide and keep in good order suitable temporary ways, to enable passengers to avoid or pass such obstructions.

SECTION 12. Any railroad corporation may construct and carry their railroad, across, over or under, railroad, canal stream or water course, when it may be necessary in the construction of the same; and in such cases, said corporation shall so construct their railroad crossings, as not unnecessarily to impede the travel, transportation, or navigation, upon the railroad, canal or stream, so crossed. Said corporation shall be liable for the damages occasioned to any corporation or party injured by reason of said crossing.

SECTION 13. Every railroad corporation shall maintain and keep in repair all bridges, with their abutments, which such corporation shall construct for the purpose of enabling their road to pass over or under any turnpike, road, canal, water course, or other way.

SECTION 14. Every railroad corporation shall be liable for all damages sustained by any person, in consequence of any neglect of the provisions of this act, or of any other neglect of any of their agents, or by any mismanagement of their engineers, by the persons sustaining such damages.

SECTION 15. Any railroad corporation shall be authorized to pass over, occupy and enjoy, without payment of damages, any of the school, university, and saline, or other lands of this state, provided no more of such lands shall be taken, than is required for the necessary use and convenience of such corporation.

SECTION 16. When any persons own land on both sides of any railroad, the corporation owning such railroad shall, when required so to do, make and keep in good repair one causeway, or other adequate means of crossing the same.

SECTION 17. Any company organizing under this act shall, as soon as convenient after its organization, establish a principal office at some point on the line of its road, and change the same at pleasure, giving public notice in some newspaper of such establishment or change. And all processes against said company shall be served upon the president or secretary, or by leaving a copy at the principal office of the corporation.

SECTION 18. Every company organized under this act, shall be required to erect, at all points where their road shall cross any public road, at a sufficient elevation from such public road, to admit of free passage of vehicles of every kind, a sign, with large and distinct letters placed thereon, to give notice of the proximity of the railroad, and warn persons of the necessity of looking out for the cars. And every company neglecting, or any refusing to erect such sign, shall be liable in damages for all injuries occurring to persons or property, from such neglect or refusal.

SECTION 19. This act to take effect, from and after its publication in the Iowa Capital Reporter and Iowa Republican, published in Iowa city.

JAMES GRANT,

Speaker of the House of Reps.

W. E. LEFFINOWELL,

President of the Senate.

Approved, Jan. 18th, 1853,

S. HEMPSTEAD.

American Railroad Journal.

Saturday, April 9, 1853.

Book and Job Printing.

The undersigned have added to the PRINTING ESTABLISHMENT of the "RAILROAD JOURNAL," an extensive OFFICE for BOOK AND JOB PRINTING, which they are now prepared to execute in the BEST manner, and with DISPATCH. They respectfully solicit from RAILROAD COMPANIES, orders for the PRINTING of Exhibits, Time-tables, Circulars, Tickets, &c., &c.

J. H. SCHULTZ & CO.

New York April 9, 1853.

Actions vs. Railroad Companies.

As an illustration of the speculating and often frivolous complaints brought against railroad companies, we are informed that out of fifteen judgments rendered since the 1st. of January, in suits against the Hudson River railroad company, fourteen were in favor of the company, and only one, (for \$89,) against them.

A proper understanding of the fate of these claims would discourage the predatory system of warfare on railroad corporations, incited by the occasional publication of large verdicts in extraordinary cases.

Louisville and Lake Erie Railroad.

The movement made some time ago for connecting Sandusky and Louisville, by means of a railroad to be constructed from Huntsville, on the Mad River and Lake Erie railroad, through Piqua and Eaton, has attracted the attention of our Toledo neighbors who talk of a road from the Ohio to their city. The *Republican* says that "it is proposed to start from Jefferson, opposite to Louisville, and extend to Madison, from thence in a direct line to Eaton, from Eaton to Piqua, from Piqua to Findlay, and from Findlay to Toledo. This route is very straight, and would give Louisville the advantage of a direct connection with Detroit and the Canada railroads, which it would not gain by any other route.

The Coinage in England and the United States.

The amount coined in England since 1848 is as follows:

	Gold coined.	Silver coined.
1848.....	£2,451,999	£35,422
1849.....	2,177,955	119,592
1850.....	1,491,836	126,096
1851.....	4,400,411	87,868
1852.....	8,742,270	189,696

This gives a total of £19,264,487 of gold, and £561,594 of silver; which, added to £12,308, the amount of copper coined, makes a total of £19,838,875. The coinage of gold in 1852, it will be seen, is nearly equal to that of the four previous years.

By reducing the above amounts from pounds to

dollars, at the rate of \$4 84 to the pound sterling, and comparing it with the coinage of the United States, we have the following result for the last five years:

	Great Britain.	United States.	Excess, U. S.
Gold.....	\$93,240,049	\$164,226,693	\$70,988,644
Silver....	2,718,115	7,794,907	5,076,792
Copper...	59,571	300,874	241,303

96,017,735 172,322,474 76,304,739

By the above it appears, that the excess of the coinage in this country for the five years, was \$76,304,739. In the year 1852 the coinage of gold in Great Britain was \$42,312,587. In the United States, \$53,747,187. Excess in favor of the United States, \$14,564,800.

Commerce of Milwaukee.

We have before us the business statistics of the city of Milwaukee for the year ending March 1st, 1853, as published in the *Daily Wisconsin*. The following shows the amount of leading articles shipped during the year:

Flour, bbls.....	88,597
Wheat bu.....	394,386
Barley, bu.....	345,620
Oats, bu.....	428,611
Rye, bu.....	67,759
Live, and dressed hogs lbs.....	1,771,364
Pork, bbls.....	19,603
Smoked hams, lbs.....	102,314
Pickled " bbls.....	274
Smoked shoulders, lbs.....	85,972
Navy beef, bbls.....	6,661
Beef hams, bbls.....	1,112
Saleratus, lbs.....	150,000
Wool, lbs.....	351,121

The arrivals for the year were as follows:

Steamers.....	841
Propellers.....	330
Schooners.....	393
Sloops.....	1
Brigs.....	34

Total.....1,599

The following shows the amount of a few leading articles in store on the 20th inst:

Flour, bbls.....	45,220
Pork, ".....	15,821
Beef, ".....	269
Lard, ".....	1,540
Wheat, bushels.....	225,600
Rye, ".....	22,200
Oats, ".....	65,249
Barley ".....	36,500
Flax seed.....	274
Wool, lbs.....	7,811

The lumber receipts foot up as follows:

Lumber, feet.....	12,649,426
Laths.....	1,565,000
Shingles.....	6,820,000
Shingle bolts, cords.....	800
Cedar posts.....	3,000

There were packed the season 10,151 bbls. of beef, and 23,707 bbls of pork.

The total value of articles manufactured in the city during the year is put down at \$2,050,663.32. One hundred and twenty-nine frame and 40 brick buildings have been put up at an estimated cost of \$415,150.

The tonnage owned in Milwaukee is represented as follows:

Sail vessels completed.....	6,258 tons.
" " now being built....	1,490 " 7,748
Steam tonnage.....	800

Total number of tons.....8,548

Milwaukee makes the following show respecting her present and prospective railroads:

"The Milwaukee and Mississippi railroad will be, when completed (with its branch to Janesville) to the Mississippi river, via Madison, 200 miles in

length. The direct road is now in operation to Milton, 62 miles, which, together with the Janesville branch, 8 miles, makes 70 miles of new road now in running condition, and tributary to Milwaukee."

"Other roads surveyed or provisionally chartered are as follows:

Green Bay, Milwaukee and Chicago,	
Between Milwaukee and Chicago, miles..	85
" " Green Bay.....	120
Milwaukee and Beloit.....	205
" " Watertown.....	46
Continuation to Fort Winnebago.....	50
La Crosse and Milwaukee, via Iron	
Ridge.....	200
Milwaukee Fond du Lac and Green Bay..	130
Milwaukee and Mississippi.....	200

Total number of miles.....901

"The above makes seven railroads radiating in different directions from Milwaukee. Of these there will probably be built at the end of the present year."

Milwaukee and Mississippi to Madison.....	100
" " branch to Janesville..	8
Green Bay, Milwaukee and Chicago, between	
Milwaukee and Chicago.....	85
Milwaukee and Watertown.....	46
La Crosse and Milwaukee to Iron Ridge.....	45
Milwaukee, Fond du Lac and Green Bay, to	
Fond du Lac.....	62

Total number of miles.....346

Stock and Money Market.

The condition of matters in Wall street are pretty much as we left them last week. Money continues in good demand, without any particular stringency in the market. The first class railroad securities continue in good request. The fancy stock market is inactive. The receipts of railroads are much in advance of those of the previous year, which tends to keep up the price of sound securities.

The earnings of railroads for the month of March shows a large increase over the corresponding period, for the past year.

The earnings of the Erie road for March	
were.....	\$371,479 84
March, 1852.....	251,170 61

Increase 48 p. cent.....\$120,329 28

The aggregate earnings of January, February,	
and March have been.....	\$984,219
1852.....	624,481

Increase.....\$359,738

The earnings of the New York and New Haven railroad for March, were:

Passengers, etc.....	\$54,728 67
Freight.....	10,000 00

Total.....\$64,728 67

Deduct paid Harlem road for 47,867

passengers.....4,173 26

Net earnings.....\$60,555 41

March 1852.....53,282 60

Increase.....\$7,272 81

March 1851.....\$48,511 66

The aggregate earnings of the first three months

of the year, with all the drawbacks, are fully up

to the receipts of the same quarter of 1851, as will

be seen:

Jan., February, March, 1853.....\$161,182 49

Jan., February, March, 1852.....160,007 74

Increase 1853.....\$1,174 75

The receipts of the Toledo, Norwalk and Cleveland railroad Co., for March were:

Passengers.....\$34,560 00
Freights, etc.....8,961 00

Total.....\$43,521 00

The receipts of the Little Miami railroad Co. for the week ending March 27, '53, are...

Do. do. do. '52,.....\$10,911 34
Do. do. do. '52,.....7,937 96

Increase nearly 30 per cent., or... \$2,973 38

The following is the business of the Mint at Philadelphia:

COINAGE FOR MARCH, 1853.

Gold.	Pieces.	Amount.
Double Eagles.....	248,233	\$4,964,660 00
Quarter Eagles.....	108,406	271,015 00
Dollars.....	458,133	458,133 00

Total.....	814,772	\$5,693,808 00
Three cent pieces.....	5,460,000	163,800 00

Total.....	6,274,772	\$5,857,608 00
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Copper.		
Cents.....	403,376	4,033 76
Half cents.....	19,500	97 50

Total.....	6,697,648	\$5,861,739 26
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GOLD BULLION DEPOSITED.

From California.....	\$7,440,000 00
From other sources.....	70,000 00

Total.....	\$7,510,000 00
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Silver bullion deposited.....	22,000 00
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GOLD DEPOSITED.

	1851.	1852.	1853.
January.....	\$5,071,699	\$4,061,688	\$4,962,500
February.....	3,004,907	3,010,222	3,548,523
March.....	2,880,271	3,882,156	7,610,000

Total..	\$10,956,877	\$10,964,066	\$16,021,023
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Philadelphia and Baltimore Central Railroad.

We learn from a letter in the *Harford Gazette*, that the engineers have completed one continuous line of survey from Philadelphia to Baltimore, making the distance between the two cities 97 miles. But they now propose to make the road still shorter, and with that in view, have commenced surveying what is called the Conowingo route; and, if ascertained to be practicable, it will shorten the road about six miles.

Marion and Mississinewa Valley Railroad.

This company was organized under the railroad law of Indiana in January last. It is intended as a link in the line from Union to Chicago, though it proposed now to extend only from Marion, Grant county, to Union, a distance of 51½ miles. It is intended, however, to extend the line to Peru, a distance of 33 miles further; and in the whole of that distance it will follow, within from one to three miles, the Mississinewa river, and there will scarcely be a deflection in the line of the road, so favorable is the ground over which it will pass.

Cleveland, Coshooton and Zanesville Railroad.

At a meeting of the stockholders of the company, held at Wooster, on Thursday, Messrs. R. Hilliard, and P. Handy, of Cleveland, H. Ainsworth, and D. B. Olcott, of Medina county, K. Porter, S. F. Day, C. Spink, J. Jacobs, R. Stibbs, C. Lake, and N. McCoy, of Wooster, were elected directors, and on Tuesday, at a meeting of the directors, K. Porter was chosen president, J. P. Coulter, secretary, and E. Quinby, jr., treasurer. The *Wooster Democrat* says: "The selections, both for the directors and officers, are most excel-

lent, and every thing is now auspicious for the speedy completion of the work. The preparatory surveys are entirely completed to Grafton, and are such as to warrant us in saying, there is no more favorable route in the state, and that it will cost less per mile than almost any road that has been built."—*Cleveland Herald*.

Journal of Railroad Law.

THE BROADWAY RAILROAD CASE.

The decision of the Supreme Court on this important case, was pronounced upon Saturday last. The following is a brief abstract thereof:—The petitioners for the injunction in this case, alleged that Broadway was an ancient street, opened by the owners of the land through which it passed, for their own convenience and that of the public—that they, the said petitioners, own certain lots fronting on Broadway,—and that they also own the land adjoining their said lots to the centre of the street, subject only to the easement of the right of way thereon. They then set forth the Broadway railroad grant as made in violation of an injunction, and without due authority,—and urge that the proposed double railroad track will be a nuisance. They also insist that a grant like the one in question could only be made by the sovereign Legislature of the State, and subject to the condition of making due compensation to the owners of the adjoining property,—and finally that the grant was corrupt and illegal.

Upon these grounds a perpetual injunction to prevent this grant from being carried into effect, was asked for.

The Court held that the question as to the general power of the corporation to authorize the laying down of a railroad track in the city, was settled in the case of *Drake vs. the Hudson River Railroad company*, and in several subsequent cases.

Would the proposed railroad be a nuisance? There was a possibility that it would ultimately prove such. But it was considered too early for the court now to interfere with the grant upon such ground.

In respect to the inquiry as to whether the petitioners owned land fronting on their lots to the centre of Broadway, and were entitled to compensation if deprived of it. The opinion of the court was expressed in the following terms:

"It is an elementary principle of the law that where a power, right, or thing is granted, either to a natural or an artificial person, all the incidents are granted which are necessary to the enjoyment of the power, right or thing. And whether the corporation be the owner of the fee of the streets in trust for the public, or whether it be merely the trustee of the streets and highways as such, irrespective of any title to the soil, it has the power to authorize their appropriation to all such uses as are conducive to the public good, and do not interfere with their complete and unrestricted use as highways; and, in doing so, it is not obliged to confine itself to such uses as have already been permitted. As civilization advances, new uses may be found expedient. It was upon this principle that the existing railways in this city and in Albany, and the tunnels in the city of Brooklyn and in the village of Whitehall have been sanctioned.

The next question discussed by the court substantially as follows, was whether the corporation had the right to make the railroad grant in this particular case?

The Common Council of New York may make such laws as shall seem proper. They have in this respect a large discretion within the limits of the charter, and whether their laws are wise or

unwise, prompted by good or by bad motives, the court will not inquire. But, in respect to the acts of the corporation, in reference to its private property, they stand on a very different footing. Such property is held for the common benefit of all the corporators, and in regard to such property the corporation exercises an important trust. If such property be squandered, it is no excuse to say that the corporation were acting in their legislative capacity. They were not so acting. They were in the position of any other individual holding property in trust. The mere fact that the forms of legislation were used, will make no difference in the character of their acts. If the form of proceedings defined the act, then many of the proceedings of Banking, Insurance, Railroad Companies, are legislative acts, as they are conducted more or less according to parliamentary rules. When a corporation either public or private, deals with its private property, its acts are equally of a private character, and so subject to judicial control. Otherwise, the corporation might at their next meeting, under the pretext of a legislative proceedings distribute among themselves all the property belonging to the city. This distinction between the public and the private proceedings of the corporation is well sustained by authority.

"In the case of *Frewin vs. Lewis*, (4 Mylne and Craig, 249,) which was a suit against the Poor Law Commissioners, who are a quasi public corporation, Lord Cottenham, in giving his opinion, said, 'So long as these functionaries strictly confine themselves within the exercise of those duties which are confided to them by law, this Court will not interfere. The Court will not interfere to see whether any alteration or regulation which they may direct is good or bad, but if they are departing from that power which the law has vested in them, if they are assuming to themselves a power over property which the law does not give them, this Court no longer considers them as acting under the authority of their commission, but treats them, whether they be a corporation or individuals, merely as persons dealing with property without legal authority.'

The Court thus arrived at the inquiry as to whether the corporation has violated its duty as trustee in making the grant under commission.

The defendants had paid nothing for the railroad grant,—and the only amount in which they would be bound to the city was the annual license fee of each car employed,—it being also agreed that only five cents would be charged as a single fare.

It had been shown that six offers to construct the railroad in question had been made to the corporation by other parties than the defendants.—One of those offers, if accepted, would have produced \$250,000 for the benefit of the city. Another \$300,000, and another \$100,000, the fare in each case to be fixed at five cents, as above. Another \$1,000,000 the fare of each passenger being three cents.

The Court was upon the whole of the opinion, that the rejected offers were very far more advantageous to the public than that accepted,—and that the good faith of those whose offers had been so rejected had not been sufficiently impeached.

With this view of the case, the Court was of opinion that the corporation had shown an entire disregard both of the public interests and of their own duties, in making the grant in question,—and that the former were bound to prevent the grant from being carried into effect.

The injunction was accordingly granted.

Chicago; its Commerce, Progress and Railroads.

The rapid growth of the city of Chicago, and the progress of that portion of our territory lying west and southwest of Lake Michigan, in population, in extent of production, in commerce and wealth; and the celerity with which its people have availed themselves of all those agencies, which to our highest comfort, but which are supposed to be attainable only in old, rich, and densely settled communities—afford a striking illustration of what our people are doing and achieving in every portion of the country. And we believe we cannot present anything more interesting—or in fact, useful—to our readers, than a brief account of the wonderful development which the ten past years has witnessed in the great "North-west."

The city of Chicago is situated upon the southwestern shore of Lake Michigan, and occupies one of the most important points upon the continent. From the southern extremity of this lake, to the northern shore of Lake Superior, in a direct northerly and southerly line, the distance is not far from 600 miles. These lakes, of course, present a complete barrier to any highway which is not itself upon the water. The northern shores, both of Lakes Huron and Superior, present innumerable obstacles to the construction of a railroad. In going from east to west, therefore, all our avenues of trade and travel deflect around the southern shore of Lake Michigan; and, as this point is upon a lower parallel than many of our leading eastern cities; and as there is an illimitable extent of fertile country lying to the north and west of this lake, which is now filling up with extraordinary rapidity, the value of the position that Chicago occupies, in a commercial and political point of view, will be readily appreciated.

The city of Chicago bears the same relation to the country lying to the south and west of it, that New York does to the whole union. From the western shore of Lake Michigan a boundless plain extends to the slopes of the Rocky mountains. This great plain possesses a soil of surpassing fertility, is underlaid with vast beds of coal and iron ore, enjoys a salubrious climate, and is just in that condition to be turned to the best account, with the least labor. The greatest part of it has sufficient timber scattered upon the water courses for domestic purposes, while open prairies in every direction, have only to be turned over with the plough, to be prepared for crops, which may, apparently, be repeated for any length of time, without dressing, or rotation.

We see no reason for believing that a city can grow up still further west, that can in any manner intercept, or divert the trade of this vast region. Chicago is too strongly intrenched in her natural advantages, to allow such a supposition. Although by the St. Lawrence this city is 2000 miles from the ocean, it is accessible by sea going vessels of 400 tons burden, and from all the lakes, but Superior, by the largest class lake steamers. Merchandise from New York can be laid down in Chicago, at less cost than in any other of the great western cities, and consequently it must become the point of distribution over a greater extent of territory than any other western city. In commercial advantages it is certainly not surpassed by any, that may be termed interior city, in the world. By the St. Lawrence it is accessible from the ocean

by large steamers and sailing craft; and from New York by the Erie canal. Two years more will open in to her Lake Superior with its inexhaustible mines of copper and iron. The completion of the *Sault Ste. Marie canal*, will extend many hundred miles the present area of her lake commerce, and when we consider that our great interior lakes are surrounded with a country possessing a soil of remarkable fertility, and that vast beds of coal and iron, the great agents in modern civilization are found almost upon their very shores, the extent of the commerce that must float upon their bosoms, can hardly be estimated by the most sanguine imagination.

Chicago has equally favorable connections with the southern state, by the Illinois canal and River, by means of which a direct communication is maintained with the Gulf states for a considerable portion of the year. Between the states bordering on the lakes and the Gulf of Mexico, a large trade must always exist from the total dissimilarity of their products; the former producing the cereals, and stock; and the latter cotton and sugar. The lines of communication that connect these two extremes of the country, may be said to coincide with the natural routes of commerce. Lake Michigan would appear to have been prolonged toward the Gulf, to facilitate the economical distribution of the products of the otherwise widely separated extremes of the country. As it is, Chicago is a port of easy access from the Gulf, as well as from the Atlantic ocean, and a convenient one for distribution over all the northern and northwestern states, of the products of the country lying upon our great southern boundary,—the Gulf of Mexico.

Such are some of the advantages of position to which Chicago owes in a great measure her present growth and prosperity. But she has not relied upon these alone. No city in the U. States has taken up with more zeal, or prosecuted with more energy, works of artificial improvement, that promised to add to her present strength, or ability to command a large trade, and no one is reaping a better return for its enterprise. To present a notice of those works, is one of the purposes of this article; but we will first give a brief view of the progress of this city, in population, wealth and commerce, from an early date up to the present time.

In 1830 the census of that year indicated the existence of no such town. In 1832, and '3, it was the theatre of military operations in the Black Hawk war. In 1840 its first census was taken, which gives it 4,479 inhabitants. The increase according to the several enumerations since that time is as follows:

1848.....	7,580	1858.....	20,023
1846.....	12,088	1849.....	28,470
1846.....	14,169	1850.....	28,267
1847.....	16,859	1852.....	38,269

From the rapid increase known to have taken place the past year, consequent upon the progress of railroads and the accumulation of business of every kind, it is estimated by good judges that the population of the city at the present date cannot be less than 50,000.

The following statement shows the amount and increase of the taxable property in the city for a series of years since 1840. The sums given are copied from the Collector's books, and do not represent one quarter of the real value of the property.

1840.....	1,864,205	1847.....	6,189,395
1841.....	1,888,160	1848.....	9,886,000
1842.....	2,325,240	1849.....	7,617,102
1848.....	2,250,735	1850.....	8,101,000
1844.....	3,186,445	1851.....	9,431,926
1845.....	3,669,124	1852.....	12,031,037
1846.....	5,071,402		

The following statement will show the progressive value of the exports and imports of the city for a series of years:

IMPORTS.			
1836.....	325,203	1843.....	971,849
1837.....	373,677	1844.....	1,686,416
1838.....	679,174	1845.....	2,043,486
1839.....	680,980	1846.....	2,027,157
1840.....	562,106	1847.....	2,641,852
1841.....	564,847	1851.....	24,410,400
1842.....	664,349		

EXPORTS.			
1836.....	1,000	1843.....	682,210
1837.....	10,065	1844.....	786,504
1838.....	16,000	1845.....	1,543,519
1839.....	28,843	1846.....	1,813,468
1840.....	228,635	1847.....	2,296,299
1841.....	348,862	1851.....	5,395,474
1842.....	659,305		

The proposed articles of import are foreign and domestic merchandise, and lumber; of export, wheat, Indian corn, lard, bacon, beef, salted pork, and wool; of lumber there were imported in 1851 125,156,000 feet. The exports for the same year, were corn 3,221,317 bushels; lard, 2,976,747 lbs.; Hams, 899,504 do; tallow, 1,084,377 no; wool 10,86,944 do.

The arrivals at Chicago by lake in 1850, were as follows: steamers 662; propellers 183; schrs. 1182; brigs 239; barques 13; total 2277; total tonnage 956,500. We have not the returns for the past year. They would, however, show a great increase over the business of 1851.

But it is in the extent of the railroads in progress and operation, that challenges our admiration. The following statement, copied from the Chicago Free Democrat, shows the number of trunk and radiating lines, all of which are based upon that city:

TRUNK ROADS.	
Michigan Central.....	280 miles.
Michigan Southern.....	243 "
Chicago and Galena, to Freeport.....	125 "
Chicago and Rock Island.....	180 "
Chicago and Aurora.....	86 "
Illinois and Wisconsin.....	175 "
Chicago and Fort Wayne.....	180 "
Mississippi and Chicago.....	280 "
Lake Shore.....	92 "
Ill. Central, (Chicago to Cairo,).....	353 "
New Albany and Salem.....	285 "
	2,279

BRANCH ROADS.	
Beloit Branch of Galena road.....	21 miles.
Beloit and Madison, (Extension,).....	53 "
Dubuque and Galena, to Janesville.....	86 "
" " " " to Freeport.....	67 "
Savanna and Freeport Branch.....	35 "
Galena Branch of Ill. Central, from Freeport to junction with Aurora road.....	60 "
Fulton city to Dixon, branch.....	39 "
Ill. Central, from Clinton county to junction with Aurora road.....	195 "
Northern Cross and Central Military Tract, from Quincy, to connection with Aurora road.....	180 "
St. Charles Branch of Galena road.....	7 "
Fox River Valley.....	40 "
Mineral Point Branch road.....	32 "
Janesville to Madison.....	34 "
Total miles of Branch Roads.....	840

The Burlington, Oquawka and Peoria road feeding into the Central Military from two points on the Mississippi, and from Peoria on the Illinois, and taken into the account, though it is acknowledged that it will be an important contributor to the trade of the city; nor is the Mobile & Ohio included, which is, in reality a continuation of the Illinois Central to Mobile, nor the various lines in Iowa, continuing the roads touching the Mississippi westward to the Missouri.

Below we give a brief description of the routes, objects, and state of progress of the above roads:

The Galena and Chicago Union railroad may be considered the parent road of the state. It was projected in 1836, but failed with the general prostration of 1837. In 1847 a company was re-organized with Wm. B. Ogden, as president, and John B. Turner as superintendent. Soon after the organization, a committee of directors went over the line to ascertain the probable amount of its business, and after a careful enquiry found that only two and a half per cent of the county within a belt of a few miles in width along the line of the road was under cultivation. The estimate of passengers after the completion of the first division to Fox river was 17,000. After a thorough canvass of the city and adjoining country for months, subscriptions were obtained to the extent of about \$400,000, of which it was supposed two-thirds would be paid up, and the rest partly paid and forfeited. On proceeding east to obtain loans, none could be got on the credit of the company, and its agents were obliged to pledge their individual names. When the road reached a point about 14 miles from Chicago, the public were astonished to find that its business had exceeded all expectation, and was paying 6 to 8 per cent on the outlay. Finally it reached Fox River, and the demands of trade far outran the means of the road to accommodate it. The stock went up, and ten, twelve, fifteen and sixteen per cent, in regular half-yearly dividends was successively declared. The estimates of the engineer of the business to be expected on its completion were greatly surpassed by the actual results, when but one third of the road was finished.

The Chicago and Aurora railroad has been completed to Aurora for two years, and a little over a year ago books were opened for stock to extend it 45 miles further to a point north of La Salle where it is to be met by the Illinois Central from the south, the Galena branch of the same road from the north-west, and the Northern Cross and Central Military Tract road from Quincy. The Aurora road will be completed by the first of August, when it will be met by the Central road, and in one month after the N. C. & C. M. railroad is also to be finished.

The Chicago and Rock Island road is to run from Chicago to Rock Island on the Mississippi, a distance of 180 miles. This road is completed to Peru, on the Illinois river, a distance of 100 miles and the work is rapidly advancing beyond that point. It is proposed to bridge the Mississippi at Rock Island, and to extend this road westward through Iowa to Council Bluffs.

The Chicago Branch and the Illinois Central will connect Chicago with Cairo, 853 miles.

In connection with the Mobile and Ohio road it will soon be practicable to travel from Chicago to Mobile in 48 hours. This period will be all that

will be required to exchange climates so widely dissimilar as are those of the Lake and the Gulf.

The length of the Chicago and Mississippi railroad is 280 miles, connecting Alton and Chicago, of which the section from Alton to Springfield is completed while that from Springfield to Bloomington is under contract to be finished by the first of August. At Bloomington it will connect with the Illinois Central, so that on reaching that point, railroad communication will be opened between Alton and Chicago, by way of the Central and R. Island roads.

The Illinois and Wisconsin road runs in a north-westerly course from Chicago to Janesville, in Wisconsin, and branching there, one branch to Fond du Lac, and another to Madison and thence to Minnesota. The whole line is under contract. This road has a six feet gauge. A branch has been projected, on the same gauge, from Janesville to Galena and Dubuque, and these latter sites have each guaranteed a subscription of \$200,000 for its construction.

The Lake Shore road, connecting Chicago with Milwaukee, needs only \$200,000 further to be subscribed to put the entire line between the two cities under contract.

The Mich. Southern is at present the great route of travel from Chicago towards the East, extending from that city to Monroe and to Toledo, here it connects with the roads running to the seaboard, as well as those leading to Pittsburgh and Cincinnati. When the direct connections shall have been made, and the different gauges of the Lake Shore reduced to uniformity, passengers will pass but one night in the cars, in going from Chicago to the eastern cities.

The Michigan Central has the same general direction as the last named road, and on the 1st. of next September will unite with the Great Western Canada road, which will give it a very direct line to the East. When this connection is made, passengers will be carried in thirty-two hours from Chicago to New York.

The Chicago and Fort Wayne road is one of the most important lines leading east from Chicago, being the extension of the Pennsylvania & Ohio and the Baltimore & Ohio railroads, and being on the shortest line towards the cities of the seaboard. It will also open to the trade of Chicago the rich counties of Lake, Porter, Marshall, Kosciusko, Whitley, and Allen, in Indiana, counties not now in connection, to any extent, with the other roads.

The branches of the lines terminating in Chicago are not unimportant in giving perfection to the system.

The Northern Cross and Central Military Tract road extends from Quincy, on the Mississippi, to a point near La Salle, where it connects with the Chicago and Aurora. It has a feeder in Oquawka branch of the Peoria and Burlington Road, which gives it a connection with the Mississippi, at Oquawka. The whole road will be finished during the year.

The St. Charles Branch of the Galena and Chicago road accommodates the business of St. Charles and Galena, flourishing towns on the Fox river.

The Beloit Branch is to run from Belvidere to Beloit, and is now in process of construction, and to be opened next July or August. At Beloit it connects with the Beloit and Madison Branch, ex-

tending through Janesville to Madison, a distance of 53. The stock is partly taken, and the section between Beloit and Janesville will be finished during the present year.

The Savanna Branch is 35 miles long, and the nearest route to the Mississippi, by the Chicago and Galena road. The stock is already subscribed, and the road will soon be put under contract, and completed during the year.

The Dubuque and Galena branch of the Illinois Central will feed the Chicago and Galena road, from Galena to Dubuque. Much of the work is already done, and the whole is expected to be completed by the 1st. of August next.

The Fulton Branch extends from Fulton city on the Mississippi, to Dixon, on the Galena Branch of the Illinois Central road, a distance of thirty-nine miles.

The Fox River Branch is to extend from Elgin, in the valley of the Fox River, north to the State line, a distance of forty miles. The surveys have been made, the company organized, and the friends of the work confident of success. It is to be met at the State line by the people of Wisconsin, who intends to continue it forty miles further up the valley of the Fox River. It is also proposed to extend from the State line a Branch northwest to the great bend of the Wisconsin River.

The Mineral Point Branch is intended to leave the Galena branch of the Ill. Central road, some distance west of Freeport, and run to Mineral Point, the very heart of the lead region. The distance is thirty-two miles, and the county equally rich in agricultural and mineral products. It will be finished, it is believed in 1853.

The Dubuque, Galena and Wisconsin Branch is to be constructed on the six feet gauge, from Dubuque to Galena, through the southern tier of counties in Wisconsin, to Janesville, where it connects with the Illinois and Wisconsin road.

A period of three years will witness the completion of at least 3,000 miles of road, all based upon Chicago, a city which, 15 years ago, hardly had an existence, even in name. During the same period, a vast territory, embracing an area equal to that of several of our largest States, will have been reclaimed from nature, and filled with an active, industrious and prosperous people. Where can the world show a parallel?

Pittsburgh and Cincinnati.

In the month of August, 1850, the population of the city of Pittsburgh was 86,771. In January, 1853, it was 110,241. The value of taxables, \$65,000,000.

The population of the city of Cincinnati in 1850 was 117,350. On the 1st of January, 1853, it was 160,120. The taxable property of that city, according to the assessments in 1851, was \$43,402,810. In 1852 it was \$69,462,110; but the actual value of taxables at fair valuation now reaches to at least \$100,000,000.

The entire debt of the city of Cincinnati on the 1st of January last was \$2,240,000. \$450,000 of that sum is a loan of credit to four railroad companies, when a first mortgage on the respective roads is given, to secure the city in the repayment of the amount, with interest; so that, in fact, the city debt is \$450,000 less than the amount stated above.

The city owns, in her corporate capacity, real and personal property within her limits, including the water works, valued at \$4,575,677.35. This estimate does not include the city's stock in the Whitewater Canal company, which cost \$430,000, but is now of uncertain value. The revenue of

the city for 1852, arising from taxation and all sources, was 483,200.

Virginia Finances.

The committee of finance of the Virginia legislature have made the following statement of the debts and liabilities of the state on the 1st inst.

Bonds held by the public	\$15,569,515 31
Bonds held by the board of public works and literary fund	1,522,518 91
Old valid subscriptions	1,144,289 46
Authorized by former laws	684,460 00
Guaranteed bonds	3,914,874 00
Temporary loans	328,400 00

23,164,087 68

Loans at present session to 1st March, 1853	2,400,000 00
Direct appropriations to internal improvement companies, up to same day	1,293,000 00
Direct appropriations, not to internal improvements	35,000 00
Authorized subscriptions	1,703,000 00

Total debt and liabilities to 1st March, 1853	28,595,087 68
From the 1st of March to the 10th, inclusive, additional appropriations were made equal to	2,067,600 00
From the 10th March to 16th, inclusive, other appropriations have been made equal to	2,095,540 00

Total to 16th March, 1853 - \$32,758,177 68
This sum may be increased by a million.

TABLE OF RESOURCES.

Bank stock	\$1,143,850 00
Stock in other joint stock companies	743,207 80
Stock in old James river company	254,500 00
Bonds of joint stock companies	182,818 00
Bonds of James river and Kanawha company	1,989,145 38

Applicable to public debt - \$4,313,511 13

In addition to this sum of resources, the commonwealth has invested in works of internal improvement not yet complete, the sum of \$9,430,159 48, for which profits may be expected when the works are completed; but any estimate now of those profits would be mere conjectural.

Investments have been made in other works equal to \$1,409,986 94, but as they have yielded no dividend heretofore, though in a state of completion, no profit is expected from them through the future.

Gooch's Patent Steel Tires.

Haight Foundry Co.,

BROOK MILLS FORGE,

SOLE MANUFACTURERS.



GEORGE WOODWARD, 10 Ferry Street, New York, sole agent to the HAIGHT FOUNDRY CO.'s, offers their make of GOOCH'S PATENT STEEL TIRES; Charcoal Iron Tires, finished or in the rough, superior to any other English make for hardness and endurance; Wrought Iron Driving Wheels, Axles, and every description of forgings, at the lowest scale of prices commensurate with the high character of the material and Workmanship.

GAS CANNEL and Coal, supplied, to order, direct from the GIDLOW and SWINLEY mines, of the most superior quality. New York, 31 March, 1853.

Dudley B. Fuller & Co.,
IRON COMMISSION MERCHANTS,
No. 139 GREENWICH STREET,
NEW YORK.

The Troy Iron Bridge Co.

ARE prepared to erect Iron Bridges or Roofs, or any kind of bearing trusses, girders, or beams, to span one thousand feet or under, of any required strength, in any part of the country. Their bridges will be subjected to severe tests, and can be built for about the price of good wooden ones. Address BLANCHARD & FELLOWS, Troy, N. Y.
April 1st, 1853.

CAUTION.

RAILROAD COMPANIES are CAUTIONED against an infringement of the Patent granted H. M. PAINE, under date of January 6th, 1852, "for excluding dust &c., from Railroad Cars," incorporated in which is the following claim:—*I insure ventilation without the annoyance of dust, by means of the windows alone, without the addition of the deflectors.*

We also, warn R. R. Companies against the misrepresentations of H. B. GOODYEAR, who seeks to mislead them by means of Circulars, Protests and Notices of CAUTION, &c. Attested copies and drawings of GOODYEAR'S Patents sent gratis.

N. B.—Company Rights sold and guaranteed by this Company as usual.

H. J. HALE, Sec'y,
R. R. Car Ventilating Co.,
146 Broadway.

New York, April 1st, 1853.

RAILROAD IRON VIA RIVER ST. LAWRENCE.

JOHN ANDERSON,

FORWARDING and COMMISSION MERCHANT, and
WAREHOUSEMAN, Hunts Wharf, Quebec.
General Agent for receiving and forwarding Railroad and Pig Iron, &c.
April 1st, 1853.

Railroad Iron.

THE undersigned, Agent for the Manufacturers, is prepared to contract for T Rails, of the usual pattern and weights, to be delivered on board ship in Wales.

He will also receive and forward orders for the purchase of Railroad Iron and Metals generally, through the medium of his friends in London.

For terms, apply to

JOHN H. HICKS,
90 Beaver st.

April 1, 1853.

Wilkinson's EXPLOSIVE RAILWAY SIGNAL,

For sale by

BRIDGES & BROTHER,

64 COURTLAND ST. N. Y.

THE EXPLOSIVE RAILWAY SIGNALS are similar to those used in England and from experience are found to be much better. They are so constructed that the movement of an Engine over them at any speed, will cause an explosion that cannot be mistaken. In the night, from this same cause, there will be a bright flash, which will be so vivid that it cannot be passed unnoticed.

This will be found to be one more preventive of collision. It is often the case that during a fog or snow-storm, a train cannot be warned of its danger by a flag or lantern, and in such instances they are invaluable.

They are impervious to water, and will keep their explosive property any number of years. They can be handled and carried with safety, it requiring a heavy blow to explode them.

January 20, 1853.

A. Whitney & Son,
PHILADELPHIA, PA.,

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles.

Wrought Iron Wheels!

THE SUBSCRIBER, Sole Agent in the United States for the Union Foundry in England, is prepared to take orders for, and to furnish promptly Wrought Iron Wheels at a low cost, of a superior quality, for Railway Cars. These wheels are extensively used in England, and are already in use on several important railroads in America. Samples of them can be seen at 24 Broadway, New York, and 9 Liberty Square, Boston.

4t 13

WM. BAILEY LANG.

To Contractors for Masonry.

PROPOSALS will be received by the subscriber, up to April 20th next, for the masonry of four stone bridges, on the Philadelphia and Reading Railroad, as follows, viz:

Falls Bridge—At the Falls of Schuylkill, near Philadelphia, will consist of 6 oblique arches, with square built ribs, of 78 feet span each, crossing the Schuylkill river and navigation, with an elevation of roadway 48 feet above the water. It will contain 10,166 perches of masonry; the piers and abutments must be raised to the springing line during the present season, and the arches turned, and work as nearly as possible finished in the year 1854.

Peacock's Locks bridge—Is located 6 miles above the city of Reading, and will consist of 8 square arches of 63 feet span each, crossing the river Schuylkill, and one oblique arch, with square built ribs of 75 feet span, crossing the Schuylkill navigation. The elevation of roadway is 58 feet above the surface of water in the river. This bridge will contain about 10,651 perches of masonry; its piers and abutments must be raised to the springing line during the present season, and the arches turned, and work as nearly as possible finished in the year 1854.

Black Rock dry arches—Is a structure intended to increase the water way of Black rock bridge, near Phoenixville, and will consist of two square arches, of 50 feet span each, with a roadway elevation of 23 feet above the ground. It will contain about 1450 perches of masonry, and must be finished during the present season.

Fourth crossing bridge—Located near Orwigsburg landing, is intended to replace a wooden bridge recently destroyed by fire, and will consist of 4 square arches, of 46 feet span each, crossing the river Schuylkill, with a roadway elevation of 21 feet above the surface of the water. It will contain about 400 perches of masonry, and must be finished during the present season.

In all the above structures, the work must be carried on so as not to interfere with the trade of the road. The railroad company will prepare the foundations, erect and maintain the centres, furnish the lime, sand and cement, and the cars and motive power necessary to transport the stone on their road. All other expenses connected with the masonry to be borne by the contractors.

Plans and specifications in detail may be seen at this office, where all other necessary explanations will be given to those who wish to bid for the work.

J. DUTTON STEELE.
Engineer's office, P. & R. road,
Pottstown, Pa., March 16, 1853.

Notice to Contractors.

HANNIBAL AND ST. JOSEPH RAILROAD. SEALED PROPOSALS will be received at the office of the undersigned, in the city of Hannibal, Missouri, until the twentieth day of April, for the graduation, masonry and bridging of 25 miles of said road, extending west from Hannibal.

Proposals will also be received at our office, in the city of St. Joseph, Missouri, until the tenth day of May, for the graduation, masonry and bridging of 25 miles additional, extending east from St. Joseph. The remainder of the line, extending a distance of over 150 miles, will be placed under contract as soon as the same can be prepared by the engineers.

This line embraces some very heavy excavations and embankments, and several large bridges.

Plans, profiles and specifications will be ready at each place one week previous to the letting.

DUFF & LEARNED.

Contractors H. and St. J. RR.

To Railroad Co's, Locomotive Builders and Engineers.

THE undersigned having taken the Agency of Ashcroft's Steam Gauge, would recommend their adoption by those interested. They have been extensively used on Railroads, Steamers and Stationary Boilers, where, from their accuracy, simplicity, and non-liability to derangement, they have given perfect satisfaction. In fact, for Locomotives, they are the only reliable Gauge yet introduced.

CHAS. W. COPELAND,
Consulting Engineer, 64 Broadway.

To Contractors.

PROPOSALS WILL be received to the 23d of April inclusive, at the Engineer's offices of the Northwestern Virginia Railroad in Parkersburg, West Union and Clarksburg, for the GRADUATION and MASONRY of about 60 sections, averaging 1 mile each, of the road. The work will be mostly of the lighter kind, but embracing many sections of good size and some bridge masonry and tunnelling. There are 103 sections upon the road, of which upwards of 40 are under contract. The route to and along the line is easy—the Baltimore and Ohio Railroad, the Ohio River, and the Northwestern Turnpike, rendering it very accessible at all points.

Specifications will be distributed from the offices named, and also from Fetterman on the Baltimore and Ohio Railroad, near the east end of the line, on and after the 11th of April. Bidders must be well recommended, and will state what other work they may have in hand.

By order of the President and Directors.
BENJ. H. LATROBE,
Chief Engineer.

Baltimore, March 9th, 1853.

Notice to Contractors.

MISSISSIPPI and Atlantic Railroad, from Terre Haute to St. Louis Letting.—Sealed proposals, will be received at the office of the Company, either at Terre Haute, Indiana, or Marshall, Illinois, until and on the 15th day of May, 1853, at sundown, for the grading and masonry from Terre Haute, Indiana, to Pocahontas, Illinois, (124 miles) and for the bridge across the Wabash River.

Propositions will also be received until and on the 15th day of June, 1853 at sundown, at either of the above named offices, for the grading and masonry from Pocahontas to Caseyville, (30 miles.)

Proposals will be preferred for sections not less than one nor more than three miles, but will be received and considered for sections of ten, fifteen and twenty miles.

The Company reserves the right to accept of such proposals as in their judgment will best secure the prompt construction of the road, and to reject any and all propositions as they may think proper.

Profiles and specifications can be seen at the office in Terre Haute for two weeks previous to the letting.

JOHN BROUGH, President.
S. DWIGHT EATON, Engineer.

Terre Haute, Ind., March 1, 1853.

Brass Tubes for Locomotive & Marine Boilers.

THE undersigned, having been appointed agent for the highly respectable manufacturers, Messrs. Allen, Everett & Son, of Birmingham, is prepared to take orders at fixed prices, for Brass Tubes of all diameters for Marine and Locomotive Engines. These Tubes are found to answer well, and are now in most general use in England, they last much longer than iron, and when worn out, realize about half the amount for old metal. For further particulars and inspection of patterns, please apply to

JOHN H. HICKS,
March 2d, 1853. 90 Reaver st.

Notice to Contractors.

SEALED PROPOSALS will be received at the office of the Clinton line railroad company, in Hudson, Ohio, until the 20th day of May next, for the grading, masonry, bridging and superstructure of their entire road, from Hudson to the Pennsylvania state line.

Plans, profiles, and specifications will be exhibited, and all requisite information given, at the office of the company, in Hudson, on and after the 10th day of May next.

By order of the board of directors.
H. N. DAY, president.
W. B. BRINSMADE, engineer.
Hudson, March 29, 1853.

Notice to Contractors.

NEW ORLEANS, Jackson and Great Northern Railroad.—Sealed proposals will be received at the office of the company, No. 45 Carondelet street, New Orleans, until the eighth of April next, for the Grading, Masonry and Bridging, of the remaining part of the first division of the New Orleans, Jackson, and Great Northern Railroad, extending from the line of the state of Louisiana to the city of Jackson, Mississippi, a distance of about 95 miles.

The route, generally, is through a high, healthy pine country, which, with the character of the work, renders it worthy the attention of northern contractors.

Satisfactory evidence of ability will be required with proposals.

Plans and profiles will be ready for examination at the Engineer's office in New Orleans, and information regarding the line given by the Assistant Engineers, at Jackson and Gallatin, after the 28th of March.

JAMES CLARKE, Chief Engineer.
New Orleans, Feb. 28, 1853.

**Hoole, Stanforth & Co.,
MINERVA WORKS,
SHEFFIELD,**

Steel Converters and Refiners;
Manufacturers of Improved Cast Steel Engineer ing and Machine Files;
Locomotive Engine, Railway Carriage and Wagon Springs.

Saws of every description, Engineers' Hammers, etc., etc., etc.

An assortment of Steel from the above Works constantly on hand by

RICHARD MAKIN,
Agent for the Manufacturers,
43 24 Broadway.

FORGINGS.

AXLES, SHAFTING, AND OTHER FORGINGS from the GLENDON FORGES, for sale by

GEORGE GARDNER & CO.,
BOSTON.

March 9, 1853.

STEEL.

**NAYLOR & CO.,
MANUFACTURERS OF STEEL,
AT SHEFFIELD, ENGLAND,**

HAVE on hand at their principle depots,
No. 99 and 101 John Street, New York,
No. 11 Liberty Square, Boston,
No. 11 Commerce Street, Philadelphia.

A large assortment of CAST, SHEAR, GERMAN BLISTER AND SPRING STEEL, of different qualities adapted to the various purposes for which Steel is used.
March, 28, 1853.

**Pease & Murphy,
FULTON IRON WORKS,
FOOT of Cherry st., E. R. Office, 27 Corleairs,
corner of Cherry st. Manufacturers of Land
and Marine Engines.
N. B. Engines and Boilers repaired. 6tf**

Notice.

LITHOGRAPHY.—The Court having granted the petition of the undersigned for a dissolution of his partnership with ALPHONSE BRETT, trading under the firm of A. BRETT & CO., Lithographers, Philadelphia, and having removed from Goldsmith's Hall to that convenient business stand, the new Girard building, No. 50 South Third Street, he would therefore beg leave to inform his friends and the public, that he is prepared to execute lithography in all its branches, in a superior manner. Having the best artists and workmen employed, he can freely warrant his work as equal to any in the trade.

Publishers, civil engineers, machinists, and others requiring lithographs, plain or in colors, can depend on the correctness and high finish of their designs, along with promptness and despatch.

DAVID CHILLAS,
Apl 1m 50 South Third street.

**Fulton Car Manufactory,
CINCINNATI, OHIO.**

GEORGE KECK would respectfully call the attention of Railroad Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, Eight-wheeled Passenger Cars of the most superior description. Open and Covered Freight Cars, Four or Eight-wheel Crank and Lever Hand Cars, Trucks, Wheels and Axles, and Railroad Work generally.

Cincinnati, Ohio, February 9, 1853.

Etna Safety Fuse.

THIS superior article for igniting the charge in wet or dry blasting, made with DUPONT'S best powder, is kept for sale at the office and depot of

REYNOLDS & BROTHER,

SOLE MANUFACTURERS,

No. 85 Liberty St.

NEW YORK.

And in the principal cities and towns in the U. States.

The Premium of the AMERICAN INSTITUTE was awarded to the Etna Safety Fuse at the late Fair held in this city.

Novr 1st 1849.

ly

Gerard Ralston,

21 TOKEN HOUSE YARD, LONDON,
OFFERS HIS SERVICES FOR THE

**PURCHASE AND SALE OF
AMERICAN SECURITIES,**

COLLECTION OF DIVIDENDS,

DEBTS, LEGACIES, ETC.,

And for the Purchase and Inspection of

**Railroad Iron, Chairs, or
any kind of Machinery.**

REFERENCES:

Messrs Palmer, McKillop, Dent & Co., London.

" George Peabody & Co, London.

" Curtis, Bouve & Co, Boston.

Richard Irvin, Esq., New York.

Robert Ralston, Esq., Philadelphia.

C. C. Jamieson, Esq., Baltimore.

38

Virginia Locomotive and Car Works.

Wolfe Street and River Potomac, Alexandria, Va
SMITH & PERKINS, Proprietors.

MANUFACTURE

Locomotive Engines and Tenders.

Marine and Stationary Engines and Boilers.

Chilled Car Wheels and Axles

Patent Chilled and Wrought Slip-tire.

Machinery and Castings generally.

The undersigned having erected very extensive shops, and procured the most modern machinery and tools, are prepared to execute orders for Locomotive Engines, Cars, and Machinery of all kinds, with despatch, and on the most favorable terms.

R. C. SMITH,

La 1st of the Alexandria Iron Works.

THATCHER PERKINS,

Late Master of Machinery on the Balt. & O. R.R.

July 29 1851

CAUTION.**India-rubber Car Springs.**

AN advertisement having lately appeared in the public papers, signed H. H. Day, claiming to have received from the American Institute, the premium for the best India-rubber Car Spring, the subscribers think it well for the satisfaction of their friends and those interested, as well as for the purpose of exposing false statements, to publish the following Diploma, lately awarded to F. M. RAY, the inventor of the Spring. The original of which can be seen at the office of the company, No. 104 Broadway, New York.

DIPLOMA—Awarded by the American Institute to F. M. RAY, for the best India-rubber Car Spring. A Gold Medal having been before awarded.

Signed, JAMES TALLMADGE,

President.

N. MILES, Recording Sec'y.

ADONIRAM CHANDLER, Cor'g. Sec'y.

New York, Oct., 1851.

New England Car Spring Co., No. 104 Broadway
New York.

76.

RAILROAD CONTRACTS.

THE MOBILE AND OHIO RAILROAD CO.

HEREBY OFFER FOR CONTRACT THE GRADUATION, MASONRY AND BRIDGING OF 67 miles more of their road in North Mississippi, extending from the North line of Chickasaw County, to the Tennessee State Line, and passing through Itawamba and Tishamingo Counties.

Also, 118½ miles more of said road in the western District of Tennessee, and passing through McNairy, Henderson, Madison, Gibson and Obion Counties.

The Line will be ready for inspection in Tennessee on and after the 1st of March, and in Mississippi on and after 25th of March next.

Plans, profiles and specifications will be exhibited, proposals received under seal, and contracts made at the following times and places, to wit:

March 10th to 19th inclusive, at Trenton, for Line through Abion and Gibson Counties.

March 20th to 30th, inclusive, at Jackson, for line through Madison, Henderson and McNairy counties.

April 5th to 15th, inclusive, at Carrollville, Tishamingo county, Miss., for line through Itawamba and Tishamingo counties.

Profiles can be seen, and other information obtained, as follows:—After 1st of March:

At Trenton, of Doct. Hess, Agent.

At Jackson, of Mr. Stevens, Engineer.

And after 25th March,

At Carrollville, of the Resident Engineer.

Some portions of the 185½ miles now offered for contracts, are heavy cuttings and fillings, and the whole line very desirable work: the light gradings being, mostly from side burrowing: the line occupies the high, rolling and healthy country intermediate between the Mississippi and Tennessee rivers, by both of which rivers easy access can be had to all points of the work, by an average land travel of 12 to 40 miles. Within a short time after this letting, 39 miles more and the last of the main road will be ready for contract, together with about 100 miles of branch roads.

The attention of Contractors is invited to the work, Obion, described as most advantageous for their profitable employment, in consequence of the alluvial character of the country, low price of provisions and animals, and a very temperate and salubrious climate.

JOHN CHILDE,

Chief Engineer and General Agent.

New York, January 28, 1853.

PATENT Locomotive Steam Cylinder BORING MACHINE AND FOR OTHER PURPOSES.

THIS Machine enables the Cylinders to be re-bored without moving them from their places, thereby saving a great expense. We refer to Nashua & Lowell, Fall River, Vt. Valley, Vt. and Mass., Old Colony, New York and New Haven, Providence, Hartford and Fishkill, Western, Mass., New York and Erie, Boston and Worcester, Connecticut River, Worcester and Providence, Champlain and St. Lawrence, Boston and Maine and Hudson River Railroads, who have the Machines in use.

For sale by
BRIDGES & BROTHER, Agts.,
64 Courtland St. New York.

January 20, 1853.

IRON.

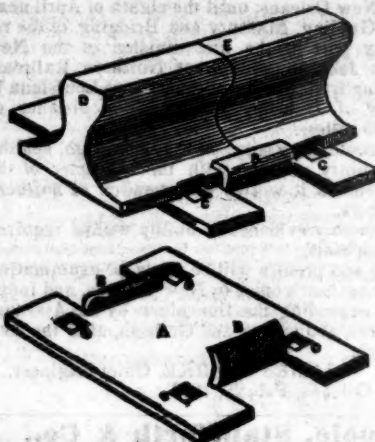
Pierson & Co.,

24 BROADWAY, NEW YORK,

KEEP on hand a large and general assortment of ENGLISH and AMERICAN, Refined, BAR, BOLT, SHEET and SHAFITING IRON, especially manufactured for LOCOMOTIVE and CAR BUILDERS, and RAILROAD MACHINE SHOPS; also, Boiler Plates and Rivets, Sheet, Cast and Spring Steel.

Locomotive Cranks, Axles, Tires and Tire Bars, of the B. O. LOWMOOR, and other approved makes, imported to order on the most favorable terms.
February 14, 1853.

The American Railroad Chair Manufacturing Co. IN POUGHKEEPSIE, N. Y.,



ARE prepared to make WROUGHT IRON RAILROAD CHAIRS, of various sizes, at short notice.

By use of the WROUGHT IRON CHAIR, the necessity of the wedge is entirely done away—the lips of the chair being set, by means of a sledge or hammer, close and firmly to the flange of the rail.

The less thickness of metal necessary in the Wrought Iron Chair gives much greater power and force to the spikes when driven—and consequently a much less liability to the spreading of the rails by reason of the spikes drawing or becoming bent.

The less weight necessary in the Wrought Iron Chair, will enable us to furnish them at a cost much below that of CAST IRON CHAIRS.

Our Chairs are made from Ulster Iron, the quality of which is well known. Our Chairs are made by machinery, and formed over a die, consequently all are uniform and alike.

Our Chairs are in use on the following Roads, viz:
Syracuse and Utica, Chester Valley, Penn.,
Buffalo and Rochester, Toga, "
Northern, Norwich and Worcester,
Montreal and New York, Kings Mountain, S. C.,
Kennebunk and Portland, Columbia and Granville,
Plattsburg and Montreal, Buffalo, Bayou Brazos and
Chicago and Rock Island, Colorado, Texas,
Milwaukee and Miss., Panams, and others.

For further information address,

N. C. TROWBRIDGE, Secretary,
Poughkeepsie, N. Y.

January 1, 1853.

IMPROVED SAFETY FUSE.

THIS superior article, manufactured of the best material, for igniting the charge when blasting, is kept for sale in any quantity by

BRIDGES & BROTHER,
64 COURTLAND STREET,
NEW YORK.

R. GROVES & SONS,
SHEFFIELD, ENGLAND,
Manufacturers of

WARRANTED Cast Steel of superior quality for Tools, Machinery and Engineering purposes. Single and Double Shear, Bister, German, Spring and Sheet Steel of every description; also, Cast Steel Files of high reputation, specially adapted for the use of Machinists, and Saws and Edge Tools of all kinds.

Corporate mark



CHAS. CONGREVE, Agent,
68 Maiden Lane, New York.

Stocks of the above goods constantly on hand.

January 12, 1853.

Railroad Iron.

5000 TONS Best Staffordshire Rails for sale on early delivery in Liverpool
NAYLOR & CO.,
99 John street.

Lightner's Patent Axle Boxes, FOR RAILROAD CARS.

THE attention of those engaged in building and using Railroad Cars is called to this

Patent Axle Box,

As possessing numerous advantages over all others, among which we enumerate the following:—

- 1st. The original cost is much less.
- 2nd. It saves seventy-five per cent in oil.
- 3rd. No dust can gain access to the Journals.
- 4th. It prevents all possibility of "heating."
- 5th. Cars furnished with them run much easier, and require less power to move them.
- 6th. Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.
- 7th. The bearings of an eight wheel LOADED car, can be removed from the journals while under the car, and returned in less than half an hour, by ONE man.
- 8th. The trucks and wheels are free from oil and dirt, usually seen on Railroad Cars.

The following Testimonials are submitted:—

This certifies that I have been particular in comparing and testing the Patent boxes of John Lightner, for one year, with the various other boxes in use upon the Old Colony Railroad. I do not hesitate in pronouncing Mr. Lightner's boxes far superior in every respect to any other boxes in use. We find the consumption of oil to be but one quart per month for each eight wheel car; this being the quantity with which they are replenished regularly once a month. The Journal and oil is perfectly secure from dust, and after one year's hard service, the composition boxes or bearings exhibit no apparent wear. I think the bearings will run three times the distance in Lightner's than they will in any other box in use; besides, the cars are not detained from the road for repairs of boxes.

The bearings may be removed from the Journals of an eight wheel car, examined and returned to their places, by one man, occupying but twenty minutes, which would require two men, half a day, with the common boxes in use in New England.

For economy and convenience, Mr. Lightner's patent axle boxes excel any thing which has hitherto been applied to Railway Cars.

Signed,
Supt. Car Building and Repairs Old Colony R. R. Co.

I fully concur in the opinions above expressed, having thoroughly tested the merits of J. Lightner's patent boxes upon tenders of Locomotives of the Old Colony Railroad.

S. M. CUMMINGS,
Supt. Motive Power Old Colony Railroad.

OFFICE OF THE FITCHBURG AND WORCESTER R. R. }
Fitchburg, June 2nd, 1852. }

Mr. JOHN LIGHTNER,

Dear Sir,—Your Patent Axle Box has been in use upon our Railroad during the last year and has given entire satisfaction. We find our Engines and Cars require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight Cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our Passenger and Baggage Cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances, they have run more than sixteen thousand miles, without being oiled or sustaining any injury.

Yours Respectfully,
IVERS PHILLIPS, President.

The subscriber, begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION; as thereby much detention of cars, and great expense will be avoided.

Models and Testimony of the above Boxes, may be examined, and arrangements may be made for the Right to use the same, with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
Office, No. 167 Broadway, New York.

March 26, 1853.

HAMMERED CAR.

AND

LOCOMOTIVE AXLES.

FROM THE PENCOYD IRON WORKS.

THE Subscribers are prepared to manufacture the above of the very BEST materials and with promptness.

Address A. & P. ROBERTS,

Office, No. 80 1-2 Walnut St., Philadelphia.

March 26, 1853.

FOR SALE.

TWO Sixty Horse Power Steam Engines, with eight boilers, suitable for Blast Furnace, Pumping, or Mining; formerly used by the State of Pennsylvania on the Schuylkill Inclined Plane, near Philadelphia, (where they may now be seen.)
Apply to A. & J. ROBERTS,
No. 50½ Walnut Street, Philadelphia.

Notice to Contractors.

OFFICE N. O., OPELOUSAS & GREAT
WESTERN RAILROAD CO.,
New Orleans, March 5th, 1853.

SEALED PROPOSALS will be received at this office, until the 10th of May next, for the construction of that portion of the road between Bayou Lafourche and Berwick's Bay, a distance of 31 miles; also from Berwick's Bay to Washington, 92 miles, including a branch road of 18 miles. Proposals will be made for the entire completion of the road, (except furnishing iron.)

References of ability, and security, will be required.

Plans and specifications of the work to be seen at this office, after the 10th of April.

JAMES G. GIBBS, Chief Engineer.

Locomotive Engines.

**DANFORTH, COOK & CO.,
PATTERSON, N. J.,**

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

1y49

BOWLING TIRE BARS.

40 Best Flange Bars 5 1-2x2 inches, 11 feet long.
40 " " 5 1-2x2 " 7 feet 8 in. long.
40 " " 6x2 " 11 feet long.
40 " " 6x2 " 7 feet 8 in. long.

Now in store and for sale by

RAYMOND & FULLERTON,
45 Cliff street.

Iron, Steel and Hardware.

**H. & J. HOPKINS,
93 & 95 Barclay St.,**

NEW YORK,

IMPORTERS OF ENGLISH and REFINED IRON OF the BEST BRANDS, suitable for LOCOMOTIVE and CAR BUILDERS' use.

Also, Cast, Spring and German Steel, of all sizes—together with a full assortment of Hardware—Contractors and Blacksmiths' Tools, Chains, etc., which we offer at the lowest rates.

March 9, 1853.

Buffalo Car Works.

TOWNSEND & COIT, Proprietors.

WE are now erecting an extensive Establishment for the manufacture of Railroad Cars, which will be furnished with all the conveniences known to the business, and ready for operation by the 1st day of June next, at which time we will be ready to execute orders for Baggage, Box, Platform and Cattle Cars, of the most approved style and finish. Meantime we are prepared to make contracts for work to be furnished during the summer and fall.

February 23, 1853.

TOWNSEND & COIT, Buffalo.

**n, Mt. Carmel and New
Albany Railroad.**

NOTICE is hereby given, that there are no Bonds of this company in circulation, as the books of this company will testify that no bonds have ever been issued or authorized.

And, as all the stock formerly subscribed on the books of this company was, on the 4th and 18th of December, 1852, sold by the sheriff, under executions issued from the Circuit Court of Edwards county, Illinois, and was by the purchasers at such sales, or by their assignees, surrendered to the present board of directors, on the 29th of January, 1853: All Certificates of Stock bearing date previous to that time are worthless.

It having been reported, that bonds and certificates of stock of this company have been offered for sale or pledge by parties formerly connected with this company, the board have thought it right thus to put the public on their guard.

F. B. THOMPSON,

Pres't. M. C. & N. A. R.R. Co.

SAMUEL THOMPSON, M. D.

Sec'y to the Board.

March 7th, 1853.

1m12

**A. Whitney & Son,
PHILADELPHIA, PA.,**

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 31st

**RAILROAD CAR
AND COACH TRIMMINGS.**

**Doremus & Nixon,
No. 21 PARK PLACE,**

AND
18 MURRAY STREET.

IMPORTERS

OF PLAIN AND FIGURED MOHAIR PLUSH;

Printed and Uncut do. do. entirely new designs;

ALSO GERMAN OIL CLOTHS FOR HEAD LININGS,

Enameled with Gold and Silver and Velvet Printed.

These Headings are the most beautiful ever shown, having been made expressly for American Cars. D. & N. are sole Agents.

ALSO, PATENT PARIS COTTON FELT.

This is a patented article, makes a better and more desirable cushion than hair; retains its elasticity longer, and is free from vermin.

It is being extensively used by Car and Omnibus builders, and is sold at about half the price of curled hair.

ALSO, BROCADELLES and MOQUETTES.

ALSO, CURLED HAIR.

N. B.—We have the Plush and Linings in bond for exportation.

DOREMUS & NIXON.

November, 1852

SIMEON DRAPER, No. 46 Pine-st., offers for sale, a variety of RAILROAD BONDS and STOCKS; also CITY, TOWN and COUNTY BONDS, among which are—

1st Mortgage Convertible Bonds:

	Payable in
7 per ct.—Buffalo, Corning and New York R. R.	New York, 1867
7 per ct.—Western Vermont R. R.	" 1861-71
7 per ct.—Columbus, Piqua and Indiana	" 1862
7 per ct.—Catawissa, Williamsport and Erie	" 1867
8 per ct.—Peoria and Oquawka	" 1863
6 per ct.—Maysville and Lexington	" 1870
6 per ct.—Dauphin and Susquehanna Coal Co.	" 1877

1st Mortgage Bonds:

7 per ct.—Corning & Bloesburg	" 1873
7 per ct.—Buffalo and New York City	" 1866
7 per ct.—Mansfield and Sandusky	" 1860
7 per ct.—Toledo, Norwalk and Cleveland	" 1861
7 per ct.—Vermont Valley	" 1861
7 per ct.—New Jersey Central	" 1860-70
7 per ct.—Brunswick Canal Co.	" 1857
7 per ct.—Troy and Bennington	" Troy, N.Y. 1862

Also, second Mortgage bonds of many of the above companies, and—

7 per ct.—Saratoga and Washington R. R. New York, 1862	
7 per ct.—Troy and Boston	" 1864
7 per ct.—Muscoogee Railroad	" Savannah, 1862
7 per ct.—Huron and Oxford	" New York, 1862
10 per ct.—Mansfield and Sandusky R. R. Co.	" 1855-67
7 per ct.—Township of Portland, Ohio	" 1862
7 per ct.—City of Dayton, Ohio, guaranteed by Mad River R. R.	" 1861
10 per ct.—City of Keokuk, Iowa	" Keokuk, 1868
7 per ct.—Town of Huron, Erie county, Ohio	" Huron, 1861
7 per ct.—Town of Newark, O.	" New York, 1860
7 per ct.—City of Sandusky, convertible into Junction R. R. Stock	" 1866
7 per ct.—State of California	" 1862-72
7 per ct.—Mortgage bonds of the Atlantic Steamship Co.	" 1865

12 per ct.—Improvement Scrip of the State of Wisconsin for improvement of Fox River

Rutland and Whitehall Stock, with guarantee of 7 per cent. dividend by Saratoga and Washington Railroad.

Stock in the Western Vermont R. R. Co.
Stock in the Mad River R. R. Co.
Stock in the Buffalo, Corning and New York R. R. Co.
Stock in the Mansfield and Sandusky R. R. Co.
Stock in the New York and Virginia Mail Steamship Company, paying 20 per cent. dividends.

GLENDON REFINED IRON.

Bars, Rods, and IRON, etc., for sale by
GEORGE GARDNER & CO.,
March 9, 1853. Boston, Mass.

To Surveyors and Engineers.

A MAN of science, and thoroughly acquainted with surveying and civil engineering, wishes a situation with some good practical engineer.

Address "H. W." this office.

3*13A

**To Railroad Companies, Car
Builders, Machinists, etc.**

**SINGER, HARTMAN & CO.,
SHEFFIELD IRON AND STEEL WORKS,
PITTSBURG, PA.**

Warehouse Nos. 109 Water, and 140 Front sts.

HAVING completed their arrangements for manufacturing Car and Locomotive Axles, Piston Rods, Wrought Iron Shafting, etc., either hammered or rolled, are prepared to offer inducements as to quality and price. They also manufacture

Boiler Plate and Rivets,
Railroad and Boat Spikes,
Car and Locomotive Springs,
" " Spring Steel,
Solid Box Vices, etc., etc.

15c7*

**The Cold Spring Iron Works
INCORPORATED IN 1848.**

IN the Town of Otis, County Berkshire, Massachusetts, manufactures CAR AXLES, and all kinds of WROUGHT IRON used in the manufacture of LOCOMOTIVES and CARS; also, BAR IRON of all descriptions. Particular attention is paid to the manufacture of CAR AXLES, and the Works being situated in a region of WOOD and CHARCOAL, with which their Axles are exclusively made, the Company feel confident they can furnish an article equal, if not superior, in quality and finish to any in the market. They solicit the orders of RAILROAD CORPORATIONS and CAR BUILDERS, and promise they shall be promptly attended to; and executed on terms as advantageous as can be had elsewhere.

They refer to—

John Kinsman, Esq., Superintendent Eastern Railroad, Salem, Mass.

A. T. Peirce, Esq., Car Builder, Norwich, Conn.

E. T. Osborn, Esq., Superintendent of the Mad River and Lake Erie Railroad, Sandusky City, Ohio.

W. W. Wetherell, Car Builder,

Address HENRY MELLUS, Agent,
Boston, Mass.
or, GEO. W. PRESCOTT, Sup't,
Otis, Mass.

November 12, 1852.

**Toledo, Norwalk and Cleveland
Railroad.**

OPEN through, completing the last link in the chain of Railroads between New York, Boston, Philadelphia, Baltimore, Washington City and Chicago.

On and after Monday, February 7, 1853, Passenger Trains will run daily (Sundays excepted) as follows:

Leave Toledo at 9 A. M. and 10 P. M.

Leave Cleveland at 9.20 A. M. and 9 P. M.

CONNECTING

At Toledo with trains of Michigan Southern Railroad, for Chicago and the West.

At Bellevue with trains of Mad River and Lake Erie Road, for Sandusky City, Dayton, Indianapolis, Cincinnati, etc.

At Monroeville with Mansfield and Sandusky City Road, for Sandusky City, Shelby Junction, Columbus, Newark and Zanesville.

At Grafton with Cleveland, Columbus and Cincinnati Road, for Shelby Junction, Columbus and Cincinnati.

At Cleveland with Lake Shore Road, via Dunkirk, for New York and Boston, via Buffalo, for New York and Albany and for Western Road and Boston, with Cleveland and Pittsburgh Road for Pittsburg, Wheeling, Philadelphia, Baltimore, & Washington City.

E. B. PHILLIPS, Sup't.

Office T. N. & C. R. R.,
Norwalk, O., Feb. 2 1853.

Iron for Machinists.

THE SUBSCRIBERS,
IMPORTERS AND DEALERS IN
IRON AND STEEL,

HAVE constantly on hand a good assortment of Iron and Steel, expressly adapted to the use of LOCOMOTIVE and CAR BUILDERS, AND MACHINISTS GENERALLY.

ELLIOTT & HOLDEN,

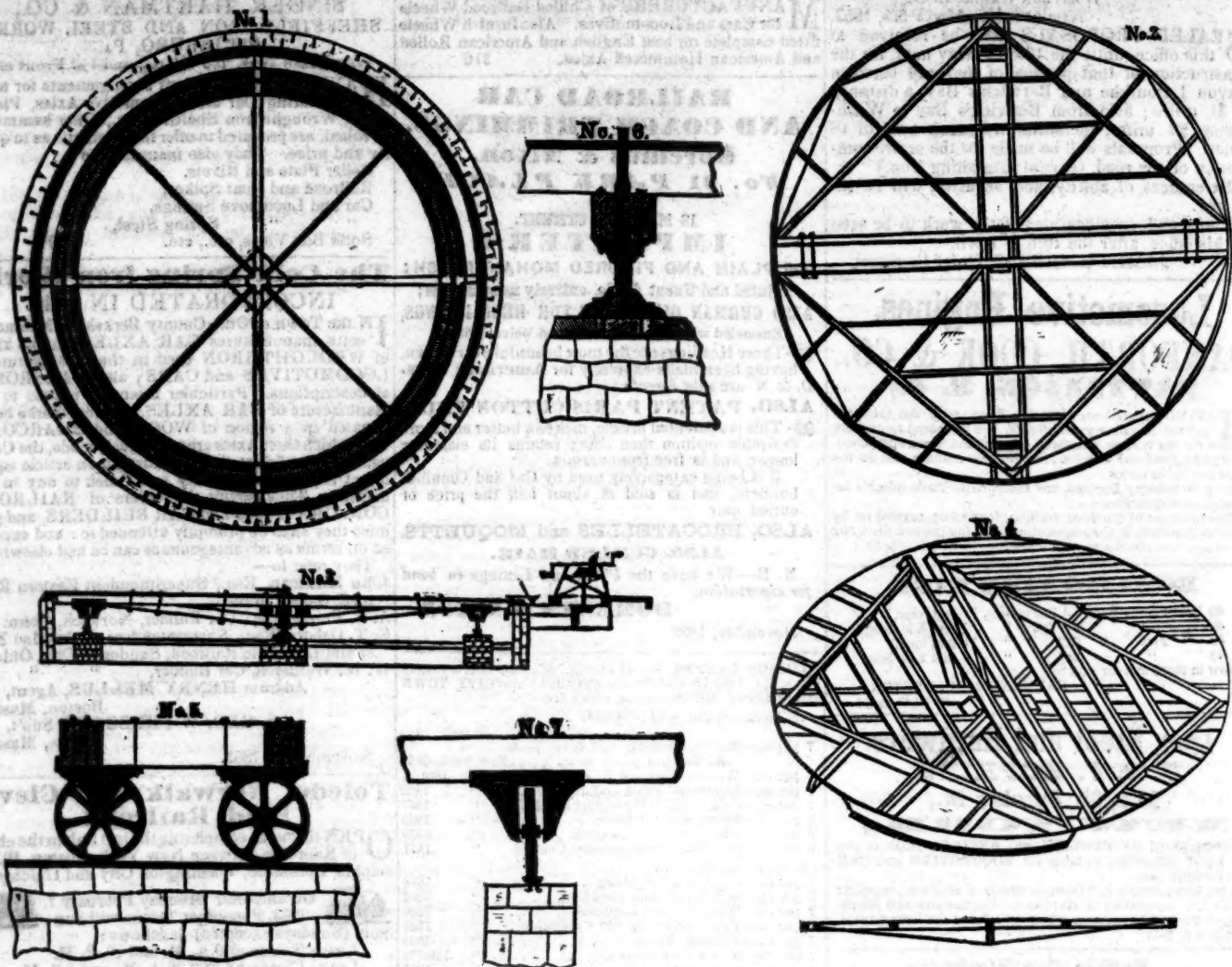
Feb. 16, 1853. 80 Beekman st., N. Y.

Fire Bricks.

SCOTCH Patent—for sale in lots to suit purchasers, by
G. O. ROBERTSON,

135 Water street, corner of Pine,
November 19, 1852. New York.

CARHART'S IMPROVED TURNTABLE.



THIS TURNTABLE, together with an Engine and Tender of 30 tons weight, is capable of being turned by **ONE MAN** in **25 SECONDS**.

The Patentee of this Improved Table would solicit an examination by those Railroad Companies which have not tried its merits. It is guaranteed to be the cheapest and most durable one now in use; its simplicity rendering it impossible to get out of repair, unless it is placed upon treacherous foundations. The whole cost, ready for use, was formerly \$1,300 apiece; this included all the workmanship and materials, which were the best that could be furnished, with the exception of excavating the pit and furnishing the rail for the tracks. At the present time, owing to the rise in iron, and the scarcity of stone at some points, the subscriber is compelled to ask a small advance on the above mentioned price. Should it suit the pleasure of any to confer with the subscriber for further particulars,

or inquire into the practical utility of the Table as tested for the last four years, they are respectfully referred to the

Hudson River R. R. Co.,
S. W. Roberts, Esq., Chief Engineer of the Ohio and Penn. R. R., at Pittsburgh, Pa.
O. Barnes, Esq., Resident Engineer of the Central Pennsylvania R. R., Pittsburgh, Pa.
J. Durand, Esq., Sup't of Cleveland and Pittsburgh R. R.
Wm. E. Ferguson, Esq., Chief Engineer of Toledo, Norwalk and Cleveland R. R., Cleveland, O.
A. J. Conover, Esq., Chief Engineer of Columbus, Piqua and Indiana R. R., at Piqua, O.
Fig. 1, of the above cut, represents the Foundations, consisting of the Bank and Track Walls, the latter made of cut, and the former of hammer-dressed stone, with a cut coping. The Track is spiked and leaded to the stone wall, and cut perfectly level

and smooth. The centre pier is of stone, with a step for the screw and pivot bolted to the same.

Fig. 2, shows the Carcass Framing.
Fig. 3, is a side view of one Main Truss, with the mode of gearing, including the mitre-wheels, and iron crank frame, rack and pinion.
Fig. 4, gives a perspective view of the rim, segments, decking, etc.
Fig. 5, is an end view of the main trucks, with pedestals and wheels.
Fig. 6, is the screw for the pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.
Fig. 7, shows a cross section of the track wall, well and pedestal.

For further particulars, please address
D. M. CARHART,
Cleveland, Ohio.

February 14, 1853.

LOW MOOR AXLES.

A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent - WM. BAILEY LANG, 9 Liberty Square, Boston, and 24 Broadway, New York.

CAUTION.

RAILROAD Companies, and the public generally are hereby cautioned against purchasing Richardson's Patent Oil Caps, or the right to use the same, except of the undersigned, Proprietor of the Patent, or of some one acting under his authority. Communications addressed to him at Westminster, Vt., will be promptly attended to.
E. DA WOLF, Jr.
Oct. 2, 1852. 1p

To Engineers, Architects and Draughtsmen.

THE undersigned begs respectfully to inform Gentlemen in the above professions, that he has constantly on hand a great variety of Instruments for Field and Office use.
JAS. PRENTICE,
Feb 9 1853. 315 Broadway, N. Y.

Railroad Iron.

THE undersigned Agent for the manufacturers, is prepared to contract for T Rails, of the usual pattern and weights, to be delivered on board ship in Wales, or at this port.
For terms, apply to
JOHN H. HICKS,
90 Beaver st.
March 24, 1853.

Wm. Swinburne,

LOCOMOTIVE ENGINE BUILDER, Paterson, N. J., is prepared to execute orders for Freight and Passenger Engines; also, Tenders, Wheels, Axles, Boilers and Railway Machinery in general, with all the modern improvements, etc. 6tf

Krupp's Prussian CAST STEEL AXLES.

THESE Axles have never been known to break. How many more victims are to be sacrificed before their use becomes universal?
THOS. PROSSER & SON,
Sole Agents, 28 Platt st., New York.
New York, Feb. 7, 1853.